# TRAFFIC IMPACT STUDY

Proposed Residential Development

# Retreat Amherst

Amherst, Massachusetts



Prepared For:

SVE Associates 377 Main Street Greenfield, MA 01301 Prepared By:



6 Blackstone Valley Place Lincoln, Rhode Island 02865



May 5, 2014

Mr. Anthony Wonseski, Jr., P.E. SVE Associates 377 Main Street Greenfield, MA 01301

Re:

Traffic Impact Study Retreat Amherst Amherst, Massachusetts

Dear Mr. Wonseski:

BETA Group, Inc., (BETA) in accordance with our scope of services, has completed a traffic impact study for a proposed residential housing development in the Town of Amherst, Massachusetts. The project, *Retreat Amherst*, will be constructed on a 147.3 acre parcel of land with frontage on Henry Street, Market Hill Road and Flat Hills Road in the Cushman section of the community.

Based upon our discussions including a scoping meeting with the Town, and a review of the conceptual development plan, it is our understanding that the current proposal includes the construction of one hundred and twenty three (123) dwellings comprised of single family and duplex style homes marketed as student housing for the University of Massachusetts - Amherst. Access to the site will be provided at three locations with the primary entrance and exit being constructed as an extension of the existing road currently servicing the Town's water treatment facility off of Market Hill Road. Secondary points of access are proposed at new intersections on Henry Street and Flat Hills Road.

The study included herein, was conducted to determine the adequacy of the existing servicing roadways to accommodate anticipated traffic to be generated by the residential housing development. An analysis of potential impacts to the roadway capacity and safety has been completed, and is discussed in the following report.

Sincerely,

BETA Group, Inc.

Paul J. Bannon

Senior Project Manager

# **Introduction**

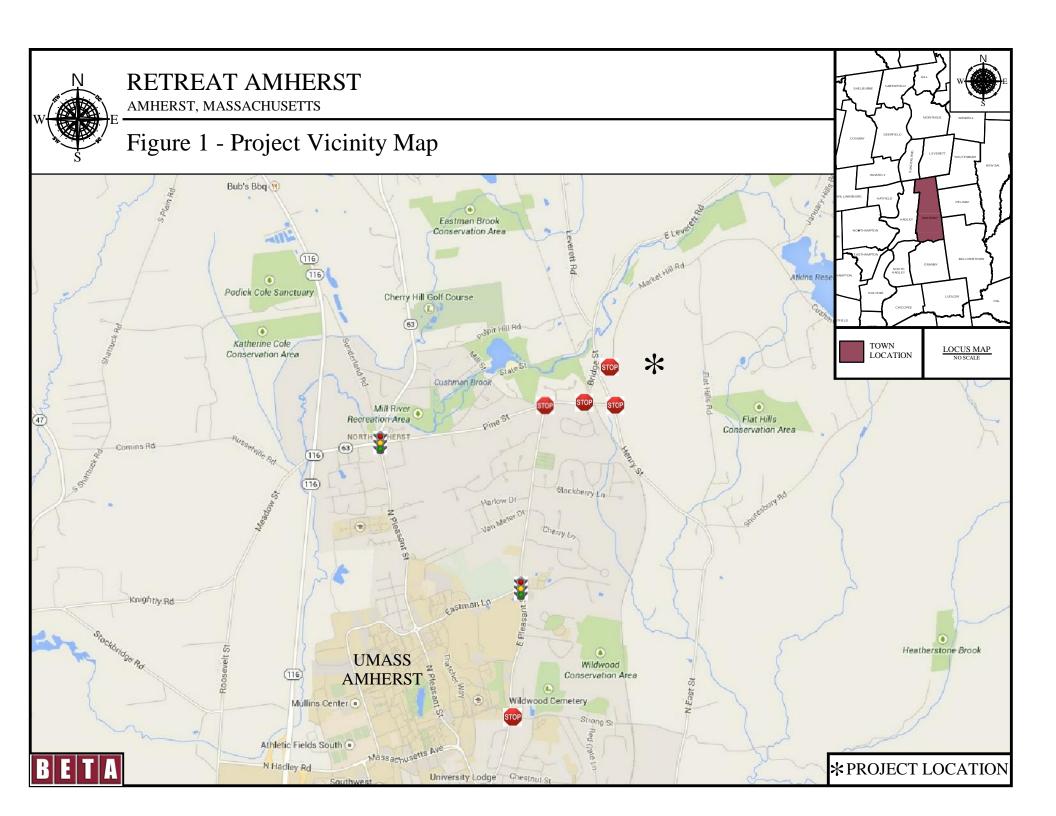
The objective of the following study is to assess the potential traffic impacts associated with a proposed residential development project, *Retreat Amherst* in the Town of Amherst, Massachusetts. The property is situated in north Amherst, along the southerly side of Market Hill Road between Henry Street and Flat Hills Road. Refer to the Figure 1, *Project Vicinity Map*, on the following page for the project location within the community.

The residential subdivision proposal will combine several undeveloped lots to form a 147.3 acre property. The subdivision will be developed in a cluster configuration, preserving over 75 acres of open space containing natural forested land, streams and wildlife habitat. The remaining property will be subdivided into 123 residential lots, allowing construction of 175 housing units consisting of single family and duplex style homes. The *Retreat* will be a rental neighborhood accommodating predominately students of the local area colleges. An office and amenity area will also be provided for the neighborhood residents.

A main subdivision road will be constructed through the site, extending from the northern end of the property at Market Hill Road to the south and east intersecting with Flat Hills Road. Three minor residential streets will extend off the main internal roadway, one will form a P-Loop in the northeast corner of the property, one will be a short cul-de-sac in the vicinity of Flat Hills Road, and the third will link to Henry Street, forming the third point of access to the subdivision. The Market Hill Road intersection will provide the primary point of access, and will be created by extending the existing water treatment facility access roadway, which currently dead-ends 450 feet into the parcel from Market Hill Road. The secondary intersection of the main subdivision road on Flat Hills Road is located approximately 1,950 feet south of High Point Drive, while the Henry Street intersection is situated approximately 1,300 feet south of Pine Street.

The study summarized herein focused on both traffic flow efficiency and safety along the main servicing routes that will provide access to and from the neighborhood to destinations south and west of the subdivision. These destinations which residents would travel to on a daily basis include the colleges such as UMass Amherst and Amherst College, the Amherst Center





downtown village district, and the interstate highway system. The roadways requiring evaluation of impacts include Henry Street, Market Hill Road, Flat Hills Road, Strong Street, Pine Street/Bridge Street, East Pleasant Street, and North Pleasant Street. The impacts associated with the site related traffic have been defined and evaluated in accordance with the standard traffic engineering guidelines and procedures.

The traffic engineering study completed for this project included the following:

- Automatic Traffic Recorder (ATR) count data was obtained at eight (8) locations along the defined servicing roadways. In addition, based upon the ATR data, peak hour manual turning movement counts (TMC) were completed at seven (7) intersections within the project area.
- Accident records obtained from the Town of Amherst Police Department were analyzed to define potential safety issues along the servicing roadways and intersections under study.
- An inventory of the physical roadway characteristics of Henry Street, Market Hill Road, Flat Hills Road, Strong Street, Bridge Street, Pine Street, East Pleasant Street, and North Pleasant Street in the project area to determine the adequacy of the existing roadway geometric features in reference to safety and capacity.
- An estimate of future traffic volumes for the proposed residential development was calculated using data from the "Trip Generation" Manual, an informational report published by the Institute of Transportation Engineers (ITE) and from count data obtained at an existing residential student apartment property located in Amherst.
- Evaluation and analysis of traffic safety and capacity issues were performed for existing and future conditions.
- Recommendations were developed where necessary to mitigate site related impacts and insure that safe and efficient pedestrian, bicycle and vehicular traffic flow is maintained in the project area.

# Project Area

As noted in the previous section, the proposed residential development will be situated on a large parcel of land with frontage on Henry Street, Market Hill Road, and Flat Hills Road in the Cushman section of Town. The property is defined by Assessors Plat 6A, Lots 84, 91, 95 and



96, which together contain approximately 147.3 acres of land. The property is an undeveloped wooded area. Figure 2 on the following page depicts the immediate project area and the boundaries of the subject property.

Land use in the area adjacent to the subject property can be described as primarily residential in nature along the frontage of Henry Street, Market Hill Road and Flat Hills Road. A railroad line runs north/south along the westerly side of Henry Street crossing Pine Street and Bridge Street. Agricultural properties are situated to the south along Henry Street. Conservation lands are provided to the east off of Flat Hills Road, and to the north of Market Hill Road. In the Cushman Village area there is a mixture of supporting commercial uses such as the *Cushman Market and Café*, *Cushman Scott Children's Center* and *New England Image Workshop* which operate along Henry Street and Pine Street.

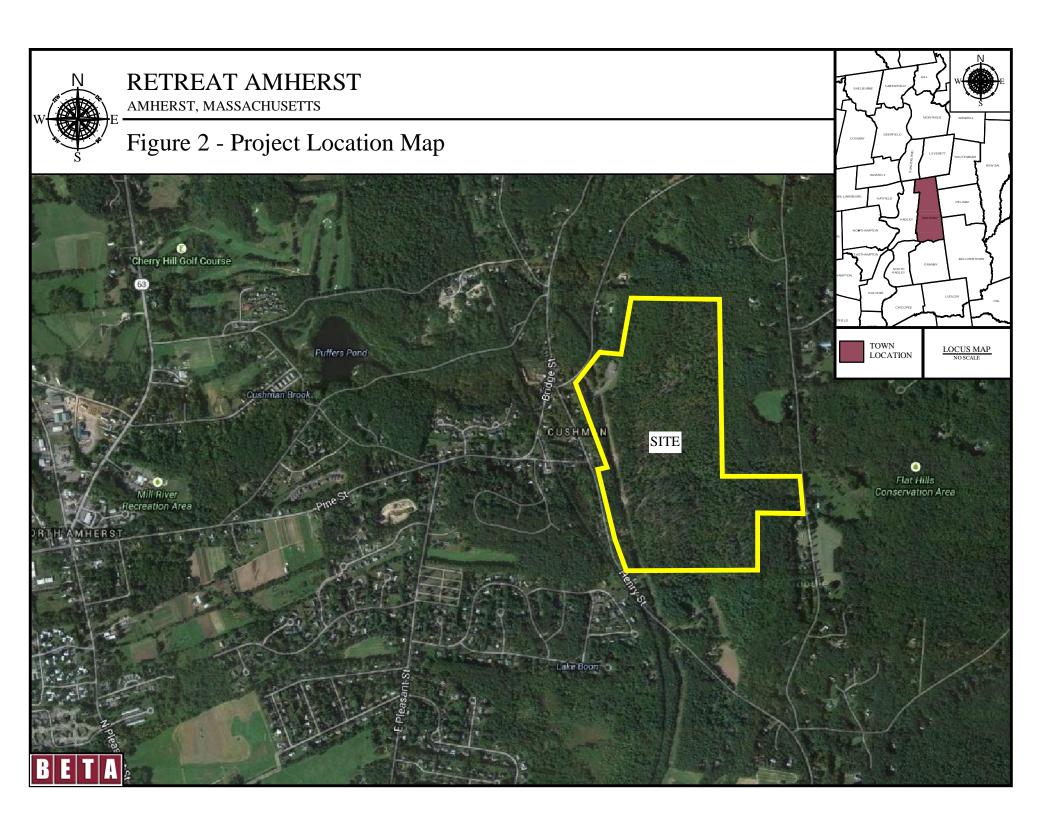
Henry Street, Market Hill Road, Flat Hills Road, Strong Street, Pine Street/Bridge Street, East Pleasant Street, and North Pleasant Street, will serve as the main access/egress routes to the site. Based upon the good operating characteristics of these roadways and the anticipated traffic volumes associated with the proposed development, a study impact area was defined for this project. The limits of the analysis focused on these roadways between the site and UMass – Amherst campus, and specifically at seven (7) intersections along their length.

#### Roadways

#### Henry Street/North East Street

Henry Street is a north/south urban minor arterial extending as Henry Street from Market Hill Road at its northern terminus, to Flat Hills Road/Shutesbury Road, where it becomes North East Street. As North East Street it extends south to Route 9 and Amherst Center. Abutting properties are lightly developed along its length, as there are multiple farms, undeveloped wooded lots and the railroad line running parallel to the west of the road. At the northern end in the Cushman Village area, properties are more densely developed with older homes and small businesses. Henry Street/North East Street is the easternmost north/south route through the





Town of Amherst. From east to west, East Pleasant, North Pleasant, Route 116 and Roosevelt Street combine to provide north/south mobility through the community.

Henry Street in the northern section is more heavily developed resulting in a lower posted speed limit of 25 mph. In addition to the lower speed limit, signing and pavement markings are present to alert motorist of the *Cushman Scott Children's Center*, a pre-school business requiring lower

operating speeds. In this section north of Pine Street, the roadway is typically 24 feet wide and generally straight and level with no curbing or sidewalks.

South of Pine Street to Flat Hills Road/Shutesbury Road where the roadway becomes more rural in



nature, Henry Street is generally straight and level, though there are several locations with gradual horizontal and vertical curves. The roadway is posted at 35 mph in this segment. In the vicinity of the proposed site access, Henry Street is variable in width, generally 24 feet consisting of a single 12 foot travel lane in each direction delineated with a double yellow centerline. The pavement condition can be classified as fair to good, providing a comfortable and safe riding surface. Sporadic curbing is present along the road though no sidewalks are provided. The above photograph depicts these features of Henry Street looking north along the property frontage.

In this area where a new access to the subdivision is proposed, the rail line runs parallel and less than fifty feet west of Henry Street. Older concrete and cable guardrail that is damaged protects the roadside slope and vehicles from entering the railroad track area. Improved signing and new guardrail in this area would enhance safety along this segment of road.



North East Road is an extension of Henry Street beginning at Flat Hills Road/Shutesbury Road. South of the intersection, the roadway is winding and includes a south to north upgrade. The speed limit is reduced to 25 mph for the short distance in the vicinity of the curves but increases to 40 mph heading south to Strong Street where the roadway is generally straight with a gradual vertical incline to the intersection. North East Road is variable in width (24-30 feet) delineated with double yellow centerline and no defined shoulders, it is in fair to poor condition.

#### Market Hill Road

Market Hill Road is generally an east/west local rural roadway providing access to homes along its length between Bridge Street and Still Corner Road where it becomes Cushman Road heading into Shutesbury. In the site vicinity it is a two lane, variable width 26-30 foot wide road consisting of a single undelineated travel lane in each direction. No curbing or sidewalks are

provided, though bituminous berm is utilized from Bridge Street to the treatment facility access road which will provide the main access into the new subdivision. The adjacent photograph depicts Market Street looking west from the existing treatment facility access. As can be seen, unimpeded site lines are available through its



intersection with Henry Street approximately 300 feet to the west and to its terminus at Bridge Street where the speed limit is 25 mph.

#### Flat Hills Road

Flat Hills Road is a north/south local roadway similar in character to Market Hill Road, providing access to residential properties along its length. It extends from Market Hill Road at its northern terminus to Shutesbury Road, which intersects with Henry Street. Flat Hills Road generally runs parallel to Henry Street along the easterly side of the subject property and can be



defined as straight with minor curvature along the property frontage. However, at its southern

end, a relatively steep upgrade from south to north, and several horizontal curves are present for approximately 1,700 feet north from Shutesbury Road.

In the site vicinity it is a variable width (20-22 feet), two lane road consisting of a single undelineated travel lane in each direction. The



adjacent photograph depicts the roadway features of Flat Hills Road to the south of the proposed access to the new subdivision. No curbing or sidewalks are provided. The utility corridor runs along the easterly side of the road with cobra head lighting for night-time illumination. The pavement condition can be classified as fair to good, providing a good riding surface for much of its length.

#### Strong Street

Strong Street is an east/west urban minor arterial extending between Henry Street and East Pleasant Street, a distance of approximately 5,100 feet. The roadway provides access between these two major north/south routes and to residential properties along its length. The Wildwood Elementary School is



also located on the road in the vicinity of East Pleasant Street. A signal controlled railroad grade crossing is located approximately 1,500 feet west of North East Street.



The roadway is generally 30 feet wide consisting of an 11 foot travel lane and 4 foot shoulder in each direction. Signage for a bike lane is located immediately east of East Pleasant Street. Bituminous curbing and sidewalk are provided between East Pleasant Street and Maplewood Drive, though the sidewalk is limited to the southerly side of the road. The roadway was recently reconstructed by the Town resulting in a good pavement surface, and updated signing and striping as can be seen in the photograph on the previous page. There are multiple speed limit postings including a 20 mph School Zone, and 25, 30 and 35 mph speed zones. The utility pole corridor is situated along the northerly side of the road, with cobra head lighting provided at intersections for night-time illumination.

#### Pine Street/Bridge Street

Pine Street/Bridge Street through the northern section of Amherst is an east/west urban minor arterial. The roadway from Route 116 to North Pleasant Street is referred to as Meadow Street, where it then becomes Pine Street heading east into Cushman Village to Henry Street. In Cushman Village the road turns to the north as Bridge Street extending into Leverett as East Leverett Road. The roadway is generally straight and level along its length with several minor horizontal curves except for in the Cushman Village area. At the village common the roadway turns sharply to the north as Bridge Street, though Pine Street extends through this junction to

Henry Street. The Pioneer Valley Transit Authority (PVTA) runs Bus Route 32 along its length in the project area.

In the Cushman Village area it is a variable width (24-26 feet), two lane road consisting of a single 12 foot travel lane and variable width



(0 to 1 foot) shoulder in each direction. Intermittent bituminous curbing is evident along the road, and a sidewalk runs from Bridge Street along the northerly side of the road to East Pleasant Street. The four foot bituminous sidewalk is offset from the roadway with a landscaped grass

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area for much of its length. The above photograph depicts these features of Pine Street looking east from East Pleasant Street. As can be seen the roadway markings are faded and in need of replacement. In this area the roadway is posted at 25 mph. The utility pole corridor is situated along the southerly side of the road, with cobra head lighting for night-time illumination.

The pavement surface can be classified as being in poor condition with apparent signs of deterioration and failure associated with age, utility work and drainage issues. In addition, it should be noted that the section of Pine Street under study for this project is in the process of

being reconstructed. Currently utilities (water and sewer) are being installed, resulting in a poor riding surface as can be seen in the adjacent photograph looking west from East Pleasant Street. In addition to the utility improvements, Pine Street is under study by the Town for a full reconstruction to include a new



pavement structure, drainage, sidewalks, signage and pavement markings. As part of this project it is the goal of the design to extend pedestrian/bicycle accommodations from East Pleasant to North Pleasant. Investigation of wider shoulders and/or a shared multiuse path are being studied as part of the design. The utility work should be completed by summer, 2014, and ideally the roadway reconstruction would begin the following year subject to final design and permitting.

The section of Pine Street between East Pleasant and North Pleasant provides a differing character to the Cushman Village section. The area from Sand Hill Road and State Street is less heavily developed including a farm situated along the southerly side of the road. In this area just east of the Sunwood Pines condominium property, a steep side slope along the northerly side of Pine Street exists with minimal protection by an older concrete and cable guardrail system in need of replacement. The roadway is posted at 40 mph to just west of the State Street



intersection where it is reduced to 25 mph. A sidewalk is introduced on the northerly side of the road at State Street, extending to North Pleasant Street.

#### East Pleasant Street

East Pleasant Street is a north/south urban minor arterial extending from Pine Street to its intersection with North Pleasant Street south of the UMass campus. This roadway along with

Pine Street will provide the primary route from the residential subdivision to the college. South of Pine Street to the main access to the college at Eastman Lane, the roadway consists of a single 12 foot travel lane and a 4 foot shoulder in each direction. No curbing or sidewalks are provided. The shoulder area is a designated bike



lane with signage and striping though the pavement markings are worn and in need of replacement. The PVTA operates Bus Routes 32, 34, 35 and 37 along its length.

The roadway is generally straight and level between Pine Street and Eastman Lane. The pavement condition can be classified as fair in this section. There are numerous utility patches, pothole patches and pavement cracking requiring sealing to extend the pavement life. The above photograph depicts these typical characteristics of East Pleasant Street looking north to Pine Street. The speed limit is posted at 40 mph.

East Pleasant Street south of Eastman Lane includes areas of curbing and sidewalk. The sidewalk is introduced along the easterly side of the road from the Village Park residential apartment complex to the south. In this area there is additional signing and striping alerting motorists of pedestrian and bicycle activity that is more prevalent in this area due to the college.



A traffic signal was recently installed at the main driveway to the UMass Campus at Eastman Lane/Tilson Farm Road. A new public safety building for the college was constructed on Tilson Farm Road, warranting signal control at this junction. Single lanes are provided on each of the approaches. The signal layout includes four mast arms, containing video detection, and Opticom Pre-emption for emergency vehicles. Pedestrian accommodation including signal heads and a crosswalk are provided across the southerly approach. The traffic signal was observed to operate in a two phase manner, resulting in permitted left turn movements.

#### North Pleasant Street

North Pleasant Street is a north/south urban minor arterial extending from Pine Street to its intersection with East Pleasant Street south of the UMass campus. This roadway, along with Pine Street will provide a secondary route from the new residential subdivision to the college. North Pleasant Street services numerous intersecting side streets to high density residential apartment properties in addition to providing a main access to the college campus. These apartment complexes provide student housing for UMass-Amherst. The PVTA runs multiple

bus routes along the roadway and through the apartment properties to service the college student transit demand.

The roadway is variable in width 26-30 feet consisting of a single 11 foot travel lane and a variable width (2-4 foot) shoulder in each direction. Bituminous curbing and



sidewalks are provided along both sides of the road for the full length between Pine Street and the college. The pavement condition can be classified as good, providing a comfortable and safe riding surface. The utility pole corridor is situated along the westerly side of the road, with cobra head lighting for night-time illumination.



#### Key Study Area Intersections

The previous section identified the major routes that will be servicing the *Retreat Amherst* residential subdivision. Along these routes we have identified key intersections that require analysis of potential impacts, the following intersections were reviewed as part of this study;

- Henry Street at Pine Street
- Bridge Street at Market Hill Road
- Bridge Street at Pine Street
- East Pleasant Street at Pine Street
- East Pleasant Street at Eastman Lane/Tilson Farm Road
- East Pleasant Street at Strong Street
- Henry Street at Flat Hills Road/Shutesbury Road
- North Pleasant Street at Pine Street/Meadow Street

#### Henry Street and Pine Street Intersection

Henry Street and Pine Street intersect to form an unsignalized, "T" type intersection with stop control on Pine Street. Henry Street and Pine Street are both two-way roadways running north-south and east-west, respectively. The pavement markings are faded and in need of replacement,

specifically the stop line on the Pine Street approach. The stop sign is also old, faded and damaged and should be replaced. Bituminous berm is provided at the intersection, with sidewalk on the northwest corner. The adjacent photograph depicts the intersection looking north to Pine Street.



The speed limit is posted at 25 mph on both the Henry Street northbound and southbound approach to Pine Street. There was no observed posted speed limit on Pine Street approach to

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Henry Street though due to the nature of the roadway and posted speed to the west, was assumed to be 25 mph. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 300 feet are available to the north and south of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph, observed travel speeds between 25 and 35 mph, and are sufficient for speeds in excess of 40 mph. Due to the high density developed nature of properties surrounding the intersection, it is recommended that an advanced intersection warning sign be placed on the northbound approach alerting motorist of the junction.

### Bridge Street and Market Hill Road Intersection

Bridge Street and Market Hill Road intersect to form an unsignalized, "T" type intersection with stop control on Market Hill Road. Bridge Street and Market Hill Road are both two-way roadways running north-south and east-west, respectively. The pavement condition at the

intersection can be classified as with moderate alligator poor cracking, potholes, and edge distress. The pavement markings faded and in need replacement, or are not provided. Specifically the stop line on the Market Street approach should be replaced along with a double yellow centerline delineation from



the stop line to the new access to the subdivision off of the Water Treatment Facility roadway. The stop sign is also old and damaged and should be replaced. Bituminous berm is provided at the intersection, with no sidewalk. The above photograph shows these characteristics of the roadway looking west on Market Hill Road.

The speed limit is posted at 25 mph on both the Bridge Street northbound and southbound approach to Market Hill Road. There was no observed posted speed limit on Market Hill Road



approach to Bridge Street in the immediate intersection vicinity, though due to the nature of the roadway in the immediate intersection area, was assumed to be 25 mph. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 400 feet are available to the north and south of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph, observed travel speeds between 25 and 35 mph, and are sufficient for speeds in excess of 45 mph.

#### Bridge Street and Pine Street Intersection

Bridge Street and Pine Street intersect to form an unsignalized, "T" type intersection with stop control on the eastern leg of Pine Street. Bridge Street and Pine Street are both two-way roadways running north-south and east-west, respectively. The pavement condition at the

intersection can be classified as fair with minor alligator cracking and potholes at isolated areas. Pavement markings at the intersection are in poor condition including a marked pedestrian crosswalk across Bridge Street. It is recommended that the stop line and crosswalk, including the yield bars be replaced. The adjacent



photograph depicts Pine Street looking west to the intersection with Bridge Street. As can be seen bituminous berm is provided at the intersection, with sidewalk on the western side and northern side of Bridge Street and Pine Street, respectively.

The speed limit is posted at 25 mph on both the Bridge Street southbound and Pine Street westbound approach to Pine Street. There was no observed posted speed limit on the Pine Street eastbound approach in the immediate intersection vicinity, though due to the nature of the roadway in the immediate intersection area, was assumed to be 25 mph. A review of the sight



lines for the stop controlled approach determined that sight distances in excess of 500 feet are available to the north and west of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph, observed travel speeds between 25 and 35 mph, and are sufficient for speeds in excess of 55 mph.

It should be noted that this intersection is under design by the Town for improvements as part of the Pine Street reconstruction project previously mentioned. There are several designs under consideration, but due to the sensitivity of the Cushman Commons area, the impacts of each of the alternatives are being evaluated. These impacts include pedestrian access, historic preservation of the common and business impacts associated with loss of parking. Specifically three designs are being reviewed and include progressive designs such as a one-way circulator road around the common, and a roundabout. The third option is a conventional "T" type intersection, with a minor realignment of the westbound Pine Street approach to a 90 degree angle. The three-way intersection option with stop control on Pine Street as it exists today, would limit the impact on the common and parking, while formalizing the intersection to a more desirable alignment. This design would also help reduce travel speeds on Pine Street by forcing eastbound motorists destined to the market or Henry Street, to slow and make a turn onto Pine Street instead of the straight alignment condition today, which results in no reduction in speeds through an area of pedestrian activity and on-street parking.

#### East Pleasant Street and Pine Street Intersection

East Pleasant Street and Pine Street intersect to form an unsignalized, "T" type intersection with stop control on East Pleasant Street. East Pleasant Street and Pine Street are both two-way roadways running north-south and east-west, respectively. There is a small median with a sign on the East Pleasant Street northbound approach which helps channelize westbound left turning traffic onto East Pleasant, forcing drivers to enter the lane properly and not cut the corner. The pavement condition at the intersection can be classified as fair with moderate alligator cracking and potholes throughout. Bituminous berm is provided at the intersection, with sidewalk on the



northern side of Pine Street only. The pavement markings are faded and in need of replacement, specifically the stop line on the East Pleasant Street approach.

The speed limit is posted at 25 mph on both the Pine Street eastbound and westbound approaches to the intersection, and 35 mph on the East Pleasant Street approach to the stop condition. A

review of the sight lines for the stop controlled approach determined that sight distances in excess of 500 feet are available to the east and west of the junction. These values are greater than the 155-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 25 mph,



observed travel speeds between 30 and 40 mph, and are sufficient for speeds in excess of 55 mph. The above photograph looking north on East Pleasant Street shows these characteristics of the intersection.

It should be noted that this intersection is under design for improvements as part of the Pine Street reconstruction project previously mentioned. There are several designs under consideration, including slight variations to the existing three-way configuration that provide improved channelization, a separate northbound right turn lane, and a roundabout. The roundabout option would require property acquisition while the other options can easily fit within the existing available right-of-way. To improve the efficiency of the intersection, providing a dedicated northbound right turn lane will formalize existing operations that occur in the wide pavement area of the northbound approach. Proper delineation and a longer stacking length will reduce delays for the right turning traffic.



#### East Pleasant Street and Eastman Lane/Tilson Farm Road Intersection

East Pleasant Street and Eastman Lane/Tilson Farm Road intersect to form a signalized, four-way intersection. East Pleasant Street and Eastman Lane/Tilson Farm Road are both two-way

roadways running north-south and east-west, respectively. As previously noted this intersection was recently upgraded to include the two phase traffic signal. The layout includes four mast arms and pedestrian accommodations across the northbound approach with pedestrian heads. Pavement markings at the intersection are in



fair condition including a marked pedestrian crosswalk across the southern leg of East Pleasant Street. A sidewalk is provided on the southern side of Eastman Lane to the intersection. A PVTA bus stop is located on both the north and south sides of Eastman Lane immediately west of the intersection.

#### East Pleasant Street and Strong Street Intersection

East Pleasant Street and Strong Street intersect to form an unsignalized, "T" type intersection

with stop control on Strong Street.

East Pleasant Street and Strong
Street are both two-way roadways
running north-south and east-west,
respectively. The pavement
condition at the intersection can be
classified as good. Pavement
markings at the intersection are
also in good condition including a



marked pedestrian crosswalk across the southern leg of East Pleasant Street and across Strong



Street. Granite curb and bituminous berm are provided at the intersection, with sidewalk on the west side of East Pleasant Street, east side of the northern leg of East Pleasant Street, and south side of Strong Street. The above photograph looking north on East Pleasant Street shows these characteristics of the roadway.

The speed limit is posted at 35 mph on East Pleasant Street and 30 mph on Strong Street in the vicinity of the intersection. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 450 feet are available to the north and south of the junction. These values are greater than the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, observed travel speeds between 30 and 40 mph.

#### Henry Street and Flat Hills Road/Shutesbury Road Intersection

Henry Street and Flat Hills Road/Shutesbury Road intersect to form an unsignalized, "T" type intersection with a stop condition on the Flat Hills Road/Shutesbury Road minor approach. No stop line or stop sign are provided on the minor approach. It is recommended that these controls be added to alert motorist of the intersection and required condition. Flat Hills Road and Shutesbury Road split in a "Y" configuration approximately 75 feet east of Henry Street, with

Flat Hills Road controlled by a stop sign, no stop line is evident. A stop line should be placed on the Flat Hills Road approach adjacent to the stop sign.

Henry Street and Flat Hills Road are both two-way roadways running north-south and east-west, respectively. The pavement



condition at the intersection can be classified as good. The above photograph shows Henry Street looking north from Flat Hills Road/Shutesbury Road.



The speed limit is posted at 35 mph on Henry Street and 25 mph on Shutesbury Road in the vicinity of the intersection. A review of the sight lines for the stop controlled approach determined that sight distances in excess of 450 feet are available to the north and south of the junction. These values are greater than the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, observed travel speeds between 30 and 40 mph.

#### North Pleasant Street and Pine Street/Meadow Street Intersection

North Pleasant Street and Pine Street/Meadow Street intersect to form a signalized, four-way junction. North Pleasant Street and Pine Street/Meadow Street are both two-way roadways running north-south and east-west, respectively. The intersection provides multi-lane approaches on North Pleasant Street with exclusive left turn, through and right turn lanes. Pavement markings at the intersection are in poor condition including marked pedestrian crosswalks across all legs of the intersection. The pavement condition at the intersection can be classified as poor

with moderate alligator cracking and potholes throughout. Granite curbing and sidewalk are provided at all legs of the intersection.

A review of the signal system found that the equipment age and condition is poor and in need of replacement. The signal head layout does not meet current



MUTCD standards for placement and number. The signal though antiquated, operates with acceptable delays during peak daily conditions under a two phase fixed time condition. This intersection is not being improved as part of the Pine Street Reconstruction project. The signalized intersection is being studied separately by the Town as part of an intersection upgrade project that will also consider simplifying the southbound approach that includes Sunderland



Road and Montague Road (Route 63), which intersect approximately 150 feet north of the signal. A timeline for this upgrade has not been determined.

# **Traffic Flow Data**

Existing traffic flow characteristics were developed from a review of historical information available from the Town and recent data collected by our office. The *BETA* data collection included an automatic traffic recorder (ATR) count on eight (8) roadways that will provide access from the proposed site to the UMass-Amherst campus, and manual turning movement counts at seven (7) intersections along these roadways. Complete count information can be found in the Appendix.

*BETA* conducted an ATR data collection program in April, 2013 and November, 2013 at eight (8) locations along the servicing roadway system, these locations included the following streets;

1.	Pine Street	300 feet West of East Pleasant Street
2.	East Pleasant Street	200 feet South of Pine Street
3.	Henry Street	500 feet South of Pine Street
4.	Market Hill Road	300 feet East of Bridge Street
5.	Bridge Street	100 feet North of Market Hill Road
6.	North Pleasant Street	50 feet South of Fisher Street
7.	Strong Street	700 feet East of East Pleasant Street
8.	North East Street	100 feet North of Strong Street

The average daily traffic (ADT) on Pine Street west of East Pleasant Street was determined to be approximately 7,300 vehicles per day. On a typical weekday along this section of Pine Street traffic volumes begin to increase at 6:00 AM from less than 100 vehicles per hour overnight, to approximately 600 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 400 and 500 vehicles per hour during the morning and early afternoon hours. After 3:00, the volumes begin increasing to the daily afternoon peak period.

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The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 700 vehicles per hour.

The average daily traffic (ADT) on East Pleasant Street south of Pine Street was determined to be approximately 5,700 vehicles per day. On a typical weekday along this section of East Pleasant Street traffic volumes begin to increase at 6:00 AM from less than 50 vehicles per hour overnight, to approximately 500 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 300 and 400 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin increasing to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 500 vehicles per hour.

The average daily traffic (ADT) on Henry Street south of Pine Street was determined to be approximately 3,100 vehicles per day. On a typical weekday along this section of Henry Street traffic volumes begin to increase at 6:00 AM from less than 50 vehicles per hour overnight, to approximately 300 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 150 and 250 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 300 vehicles per hour.

The average daily traffic (ADT) on Market Hill Road east of Bridge Street was determined to be approximately 925 vehicles per day. On a typical weekday along this section of Market Hill Road traffic volumes begin to increase at 6:00 AM from less than 25 vehicles per hour overnight, to approximately 85 vehicles per hour during the morning peak from 7:00 to 8:00 AM. After that volumes decrease to between 40 and 75 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 85 vehicles per hour.



The average daily traffic (ADT) on North Pleasant Street south of Pine Street was determined to be approximately 11,250 vehicles per day. On a typical weekday along this section of North Pleasant Street traffic volumes begin to increase at 6:00 AM from less than 200 vehicles per hour overnight, to approximately 800 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 550 and 750 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin increasing to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 825 vehicles per hour.

The average daily traffic (ADT) on Strong Street east of East Pleasant Street was determined to be approximately 3,000 vehicles per day. On a typical weekday along this section of Strong Street traffic volumes begin to increase at 6:00 AM from less than 25 vehicles per hour overnight, to approximately 330 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 175 and 225 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 325 vehicles per hour.

The average daily traffic (ADT) on North East Street north of Strong Street was determined to be approximately 3,100 vehicles per day. On a typical weekday along this section of North East Street traffic volumes begin to increase at 6:00 AM from less than 50 vehicles per hour overnight, to approximately 250 vehicles per hour during the morning peak from 8:00 to 9:00 AM. After that volumes decrease to between 150 and 200 vehicles per hour during the late morning and early afternoon hours. After 3:00, the volumes begin to increase slightly to the daily afternoon peak period. The afternoon peak hour was found to occur between 5:00 and 6:00 PM, with approximately 325 vehicles per hour.

Manual turning movement counts were conducted by *BETA* in April, 2013 and November, 2013 at seven (7) intersections in the study area including;



- 1. Henry Street at Pine Street
- 2. Bridge Street at Market Hill Road
- 3. Bridge Street at Pine Street
- 4. East Pleasant Street at Pine Street
- 5. East Pleasant Street at Eastman Lane/Tilson Farm Road
- 6. East Pleasant Street at Strong Street
- 7. North Pleasant Street at Pine Street/Meadow Street

Figure 3.1 on the following page depicts the intersection locations within the community. Data was collected during the weekday morning peak from 6:00 to 10:00 AM and the weekday afternoon peak from 3:00 to 7:00 PM. Table 1 summarizes the information obtained during the manual turning movement program.

TABLE 1

Manual Turning Movement Count Data Summary

Intersection	AM Pea	ak	PM Peak		
	Period	Volume	Period	Volume	
Henry Street and Pine Street	8:00 – 9:00 AM	330	5:00 – 6:00 PM	315	
Bridge Street and Market Hill Road	8:00 – 9:00 AM	450	5:00 – 6:00 PM	445	
Bridge Street and Pine Street	8:00 – 9:00 AM	555	4:30 – 5:30 PM	640	
East Pleasant Street and Pine Street	8:00 – 9:00 AM	785	4:30 – 5:30 PM	950	
East Pleasant Street and Eastman Lane / Tilson Farm Road	8:30 – 9:30 AM	1,055	5:00 – 6:00 PM	925	
East Pleasant Street and Strong Street	8:30 – 9:30 AM	995	3:30 – 4:30 PM	980	
North Pleasant Street and Pine Street / Meadow Street	8:00 – 9:00 AM	1,200	5:00 – 6:00 PM	1,530	

Note: Volumes indicated in the table represent rounded total vehicles entering the intersection.

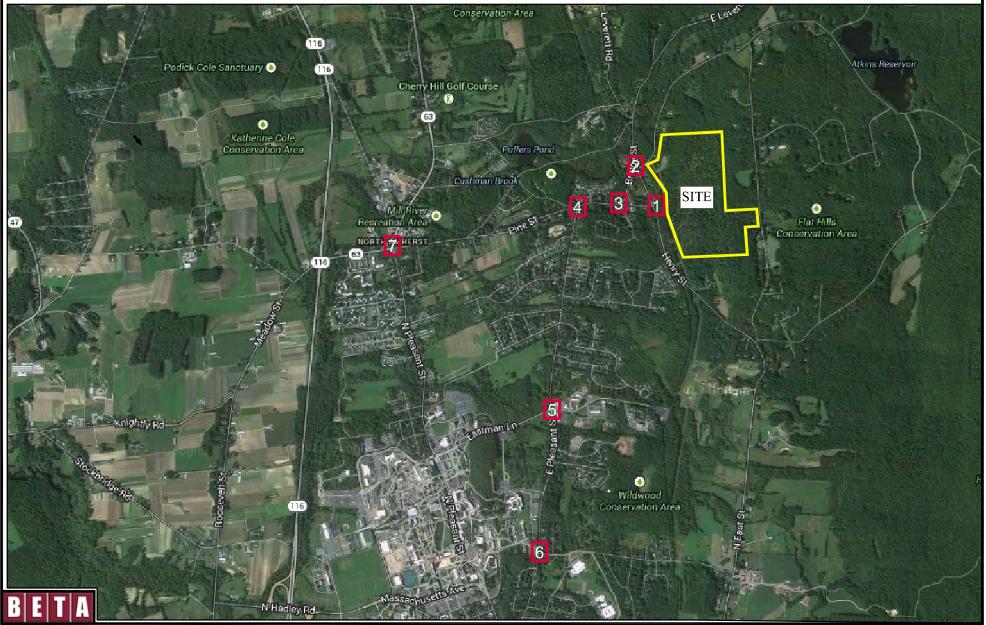




# RETREAT AMHERST

AMHERST, MASSACHUSETTS

Figure 3.1 - Existing Traffic Volume Count Locations



The turning movement data is summarized in Figure 3.2, depicting both the AM and PM peak volumes at the study intersections.

The Town data included a manual turning movement count at the intersection of North Pleasant Street and Pine Street/Meadow Street in December, 2010, where the morning peak hour of approximately 1,200 vehicles occurred between 7:30 and 8:30 AM and the afternoon peak hour occurring between 4:30 and 5:30 PM, with approximately 1,530 vehicles recorded.

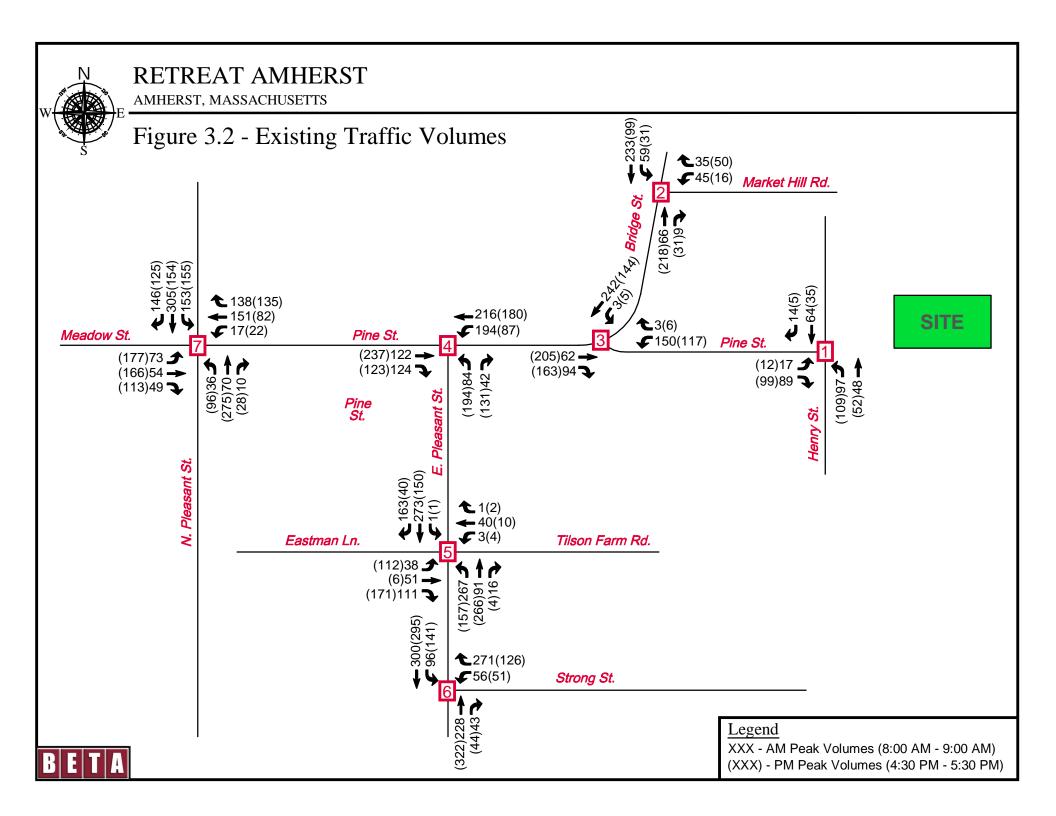
### Safety Analysis

To determine if there are any limiting factors affecting safety relating to the proposed access to the residential development, the physical characteristics of the servicing roadways in the area of the proposed points of access were investigated. These limiting factors would potentially include horizontal or vertical alignment changes or roadside obstructions that limit sight distances for vehicles traveling along the road, or entering the road from a side street or driveway location. In this instance, the sight distance standard is necessary to permit turning vehicles to safely enter and exit the new site access roads. As noted, access to the new subdivision will be provided from three locations, including Market Hill Road, Henry Street and Flat Hills Road.

The Market Hill Road intersection under review is an existing junction with the water treatment facility access road. The main subdivision road proposed through the site will be an extension of this existing road, which is stop controlled at Market Hill Road. The alignment of Market Hill Road in the vicinity of this intersection can be defined as curvilinear. A large horizontal curve extends from Bridge Street to over 300 feet north of the treatment facility access road which is on the outside of the curve. The vertical alignment has a gradual, south to north incline.

The minimum observed sight distances along Market Hill Road at the proposed northern subdivision access road intersection were found to be greater than 300 feet to both the north and south. These values exceed the 155-foot minimum safe stopping sight distance required according to AASTHO criteria for the posted speed limit of 25 mph, and observed travel speeds in this area.





The alignment of Henry Street in the vicinity of the new subdivision road intersection can be described as relatively straight and level to the north. The roadway has a gentle curve where the new intersection is proposed, then remains straight with a gradual decline from north to south. Based upon these geometric features, the minimum observed sight distance to the north and south along Henry Street from the proposed subdivision access road, is over 350 feet in both directions. These values are in excess of the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, and observed travel speeds between 30 and 40 mph.

The alignment of Flat Hills Road in the vicinity of the new subdivision road intersection can be described as relatively straight and gently rolling profile. The roadway has a gradual north to south incline where the new intersection is proposed. Based upon these geometric features, the minimum observed sight distance to the north and south along Flat Hills Road from the proposed subdivision access road, is over 400 feet in both directions. These values are in excess of the 250-foot minimum stopping sight distance criteria required according to AASHTO standards for the posted speed limit of 35 mph, and observed travel speeds between 30 and 40 mph.

Also, as part of our analysis, a review of accident statistics was completed. Crash data was reviewed from the Town of Amherst Police Department for the latest three-year period (January, 20011 to December, 2013) to determine if any location in the project area experienced a high frequency or pattern of accidents. Table 2 on the following page summarizes the number of accidents for each intersection under study that are on record from the police department. A summary of the accident data can be found in the Appendix.

A total of 62 accidents occurred at the intersections under study with 9 involving injuries. Twenty-four of the collisions were angle collisions with 18 occurring at the only two signalized intersections under study (North Pleasant Street and Pine Street/Meadow Street intersection and East Pleasant Street and Eastman Lane/Tilson Farm Road intersection), and the majority involved turning vehicles with one rollover. The second highest type of crash was the 19 rear end crashes, which the majority also occurred at the two signalized intersections and is typical of



these controlled junctions. The majority of the 7 single vehicle crashes involved wet or snow covered roadway surface conditions. Two of the eight unknown/other accident type involved a bicyclist being struck by a vehicle at the intersection of Bridge Street and Market Hill Road and a pedestrian being struck by a vehicle at the intersection of North Pleasant Street and Pine Street/Meadow Street.

TABLE 2
Accident Data Summary

		mber of idents	Type of Accident							
Location	PD	PI	Rear End	Angle	Side swipe	Fixed Object	Head On	Ran off Road	Other	Total
Henry St. at Pine St. (U)	0	0	0	0	0	0	0	0	0	0
Bridge St. at Market Hill Rd. (U)	1	0	0	0	0	0	0	0	1	1
Bridge St. at Pine St.(U)	2	1	2	0	0	1	0	0	0	3
E. Pleasant St. at Pine St. (U)	13	1	2	2	0	2	1	3	4	14
E. Pleasant St. at Eastman Ln./Tilson Farm Rd. (S)	11	1	3	9	0	0	0	0	0	12
E. Pleasant St. at Strong St. (U)	11	1	7	4	0	0	0	0	1	12
N. Pleasant St. at Pine St./Meadow St. (S)	15	5	5	9	3	1	0	0	2	20
Total	53	9	19	24	3	4	1	3	8	62

(U) –Unsignalized intersection

(S) -Signalized intersection

Summarizing the crash data, there does not appear to be a location with a high incidence or severity of crashes, though generally due to the nature of the two signalized intersections without protected left turn phasing, the presence of turning vehicles results in a higher occurrence of rear-



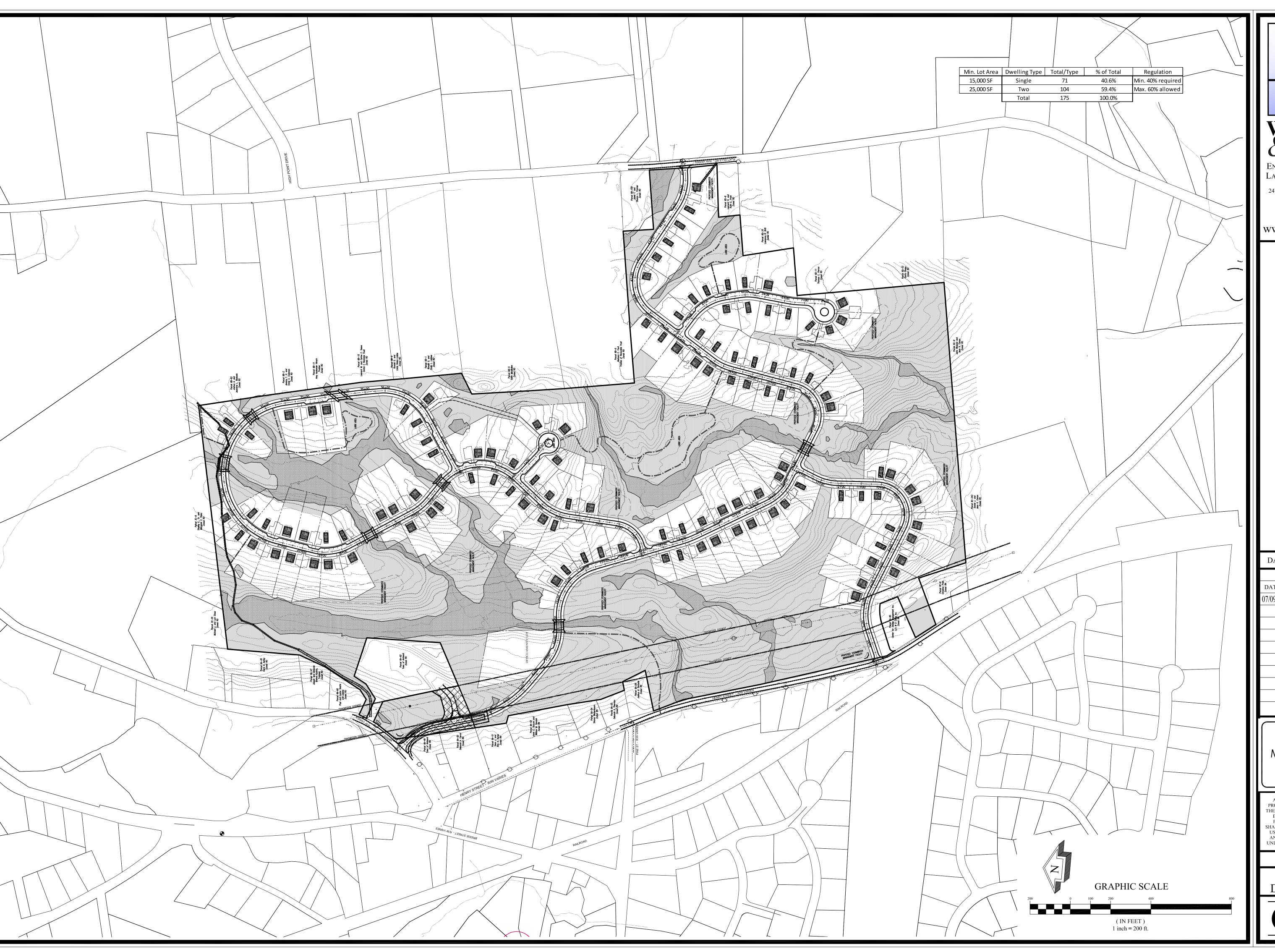
end and angle crashes. Based upon the historical accident data obtained from the local police department, and a review of existing roadway geometry and physical features, traffic related safety improvements have been identified for the project area. These measures would include new pavement markings, new and additional signage, guardrail and potential phasing modifications at the signalized intersections to reduce the potential for rear-end and side-swipe/angle collisions.

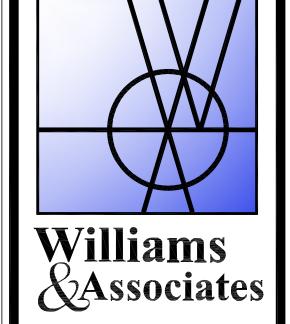
## **Trip Generation**

To provide an understanding of the scale of the development relative to traffic, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, the residential subdivision proposal will combine several undeveloped lots to form a 147.3 acre property. The subdivision will be developed in a cluster configuration, preserving over 75 acres of open space containing natural forested land, streams and wildlife habitat. The remaining property will be subdivided into 123 residential lots, allowing construction of 175 housing units consisting of single family and duplex style homes. The *Retreat* will be a rental neighborhood accommodating predominately students of the local area colleges. An office and amenity area will also be provided for the neighborhood residents. Access to the site is proposed at three locations including Market Hill Road, Henry Street and Flat Hills Road. A site plan, prepared by *Williams & Associates* depicting the site layout and access can be found on Figure 4.

For this project, estimated traffic volumes for the new student housing development were based on an independent study of an existing student housing apartment complex in Amherst, MA and the use of trip generation factors. These factors are taken from the "Trip Generation" Manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. The data provided in the ITE report are based on extensive traffic studies for various types of land uses (residential, commercial, industrial, etc.). This data has been found to be very reliable and provides a sound basis for estimating vehicle trips for new development projects. For the proposed *Retreat*, Land Use Code 220 Apartment and Land Use Code 230 Residential Condominium/Townhouse were reviewed for applicability in developing an estimate of site related vehicle trips.







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DATE: 10/28/13

DATE: 10/28/13					
REVISIONS					
DATE	COMMENT				
07/09/13	ADDED WALK/BIKE PATH				

PRELIMINARY
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CONSTRUCTION

ALL DRAWINGS SHALL REMAIN THE PROPERTY OF WILLIAMS & ASSOCIATES. THESE INSTRUMENTS OF SERVICE ARE TO BE USED SOLELY FOR THIS SPECIFIC PROJECT. WILLIAMS & ASSOCIATES SHALL RETAIN ALL LEGAL RIGHTS TO THE USE OF THE INSTRUMENTS OF SERVICE AND SHALL RETAIN FULL PROTECTION UNDER UNITED STATES COPYRIGHT LAW.

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CLUSTER DEVELOPMENT

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In addition to this method, traffic count data was obtained at the Puffton Village Apartment complex on North Pleasant Street to develop a trip rate for the proposed student housing apartment land use. The ITE manual suggests that if a similar or like land use is available in the region of study, data could be obtained to confirm ITE rates, or to use the independent study rates if they are more appropriate. The ITE worksheets from the manual and the count data for Puffton Village are included in the Appendix. To provide a comparison of the trip estimates, Table 3 below summarizes the peak hour site trips that have been estimated utilizing the two land use codes available from the ITE manual, and from the independent study rate obtained for the student housing specifically for this project;

TABLE 3 **Trip Generation Estimate** 

#### ITE Land Use Code 220 Apartment (175 Units)

AM Peak Hour		PM Peak Hour			
Two Way Trip Total:	90	Two Way Trip Total:	114		
Entering:	18	Entering:	74		
Exiting:	72	Exiting:	40		

### ITE Land Use Code 230 Residential Condominium/Townhouse (175 Units)

	<u>PM Peak Hour</u>			
81	Two Way Trip Total:	96		
14	Entering:	64		
67	Exiting:	32		
	14	14 Entering:		

# \*Retreat at Amherst - Independent Study Rate (175 Units)

AM Peak Hour		<u>PM Peak Hour</u>			
Two Way Trip Total:	122	Two Way Trip Total:	173		
Entering:	46	Entering:	78		
Exiting:	76	Exiting:	95		

<sup>\*</sup>Values based upon empirical rates developed from the existing *Puffton Village Apartments* in Amherst, MA.



As can be seen in the table, the trip estimates utilizing the ITE residential land use codes results in lower trip estimate volumes than was found using the empirical data obtained for the rental student housing land use. In an effort to be conservative in our analysis, the rates obtained from the existing *Puffton Village Apartments* in Amherst were utilized as an estimate of future site trips as these rates are more applicable the proposed land use.

As indicated in the table, the proposed student housing development will result in a moderate volume (122 AM/173 PM) of peak hour site related trips. It should be noted that a trip is defined as a one-way vehicle movement, therefore driving to and from the development, for example is equivalent to two trips. These trips (entering/exiting) were distributed to the local servicing roadways and intersections.

#### **Future Traffic Conditions**

In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered.

To develop a base growth estimate for the local roadways in the Town of Amherst, traffic volume data compiled by the Massachusetts Department of Transportation (MassDOT) from various count stations in Amherst were reviewed in order to determine traffic growth trends. In addition, Census data, the Town's Comprehensive Plan including a full build-out analysis, and the Master Plan for UMass-Amherst were reviewed. Based on the growth projections of the community and college, and the MassDOT record data, an annual growth rate was estimated at 1.0 percent. This rate was applied to the existing volumes to establish a future 2019 No-Build traffic condition on the servicing roadways. The future 2019 Build condition included the new estimated site related traffic added to the 2019 base traffic network.



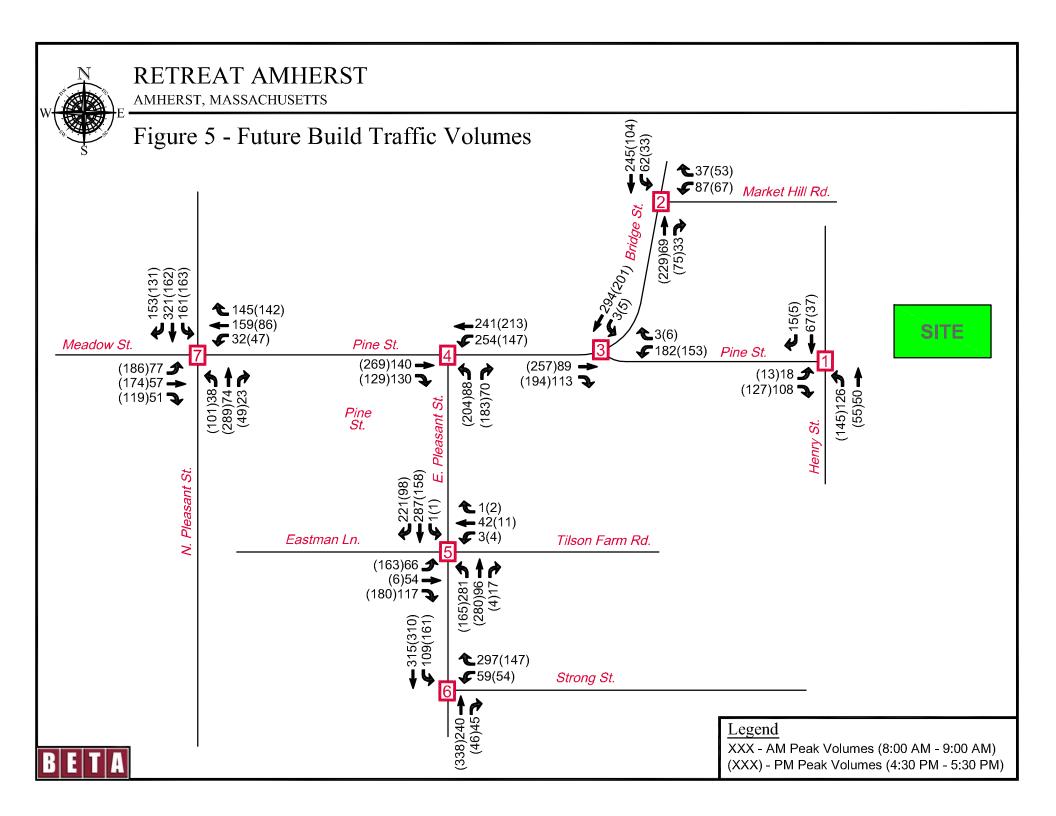
In developing the intersection volumes to be analyzed under future build conditions, a directional distribution of the site related traffic was estimated. Due to the tenant profile of the proposed use, it is anticipated that on a daily basis, the UMass campus and downtown area will be the major destination of site-generated traffic. To determine the distribution of site traffic to the three subdivision access road intersections and the servicing roadway network, the site layout and intersection traffic distribution obtained in the data collection phase was reviewed. The most direct route between the site and college was found to be the Pine Street to East Pleasant Street corridor which is approximately 1.5 miles, and takes roughly three minutes to travel from Eastman Lane to the Market Hill Road site access road. As noted previously the PVTA already has a bus route that travels along these roadways between Cushman Village and UMass-Amherst including a bus stop at the Henry Street intersection with Market Hill Road. Travelling to the college along Henry Street to Strong Street is roughly double the time and distance, and would be less desirable on a daily basis for access between the site and the college.

Based upon the site layout and the servicing roadway network, it is estimated that approximately 55% of the site-generated traffic will enter/exit the site access on Market Hill Road, 30% will enter/exit the site access on Henry Street and 15% will enter/exit the site access on Flat Hills Road. The site-generated traffic at all three site access road intersections was then distributed to the local roadways and study intersections, using the intersection traffic distribution obtained in the data collection phase between the site and college. The tip generation volume estimates for the AM and PM peak hours and their distribution can be found in the Appendix.

# Traffic Capacity Analysis

The key to any traffic impact analysis is the evaluation of roadway operations during daily peak traffic periods on the surrounding roadway system. This situation would occur when the site-generated traffic, combined with the traffic volumes on the main roadway, result in the highest one-hour volume serviced along a roadway segment, or through an intersection. Therefore, for this study the capacity analyses were performed for both the weekday morning and afternoon peak hours along the servicing roadways. The locations that would realize the effects of increased traffic demands would be the major unsignalized and signalized junctions along the





arterials. Typically the roadways in the project area experience free flow operations along their length with delays limited to the intersections requiring access to the main road from a minor approach, or at a junction of two major roadways. At these locations, capacity (delays) can be measured, identifying locations with acceptable delays, or prolonged delays with congestion.

The standard means of evaluating traffic capacity is through the utilization of the methodology presented in the 2010 Highway Capacity Manual (HCM). The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. Listed in Table 4 is the LOS delay criteria presented in the Highway Capacity Manual for signalized and unsignalized intersections.

TABLE 4
Highway Capacity Manual Criteria

<u>Level of Service</u>	Signalized Delay Per Vehicle (sec)	Unsignalized Delay <u>Per Vehicle (sec)</u>
A	<u>≤</u> 10	<u>≤</u> 10
В	$>$ 10 and $\leq$ 20	>10 and <u>&lt;</u> 15
C	$>$ 20 and $\leq$ 35	>15 and <u>&lt;</u> 25
D	$>$ 35 and $\leq$ 55	>25 and <u>&lt;</u> 35
E	$>$ 55 and $\leq$ 80	>35 and <u>&lt;</u> 50
F	>80	>50

For example, LOS "A" represents the best condition with little or no delay while LOS "F" indicates that the roadway/intersection is at full capacity resulting in extended vehicle delays and potential queuing. The peak hour capacity analysis worksheets for the Existing, Future 2019 No-Build, and 2019 Build traffic volumes at the seven study intersections as defined, are included in the Appendix. Table 5 on the following page summarizes the results of the analyses.



TABLE 5
Level of Service Summary

		EXIS	TING		2	019 NO	BUIL	D		2019 1	BUILD	1
Location/ Movement	A	M	P	M	A	M	P	M	A	M	P	M
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Henry Street @ Pine Street (U)												
Henry Street NB Left/Thru	A	7.6	Α	7.5	Α	7.6	A	7.5	A	7.7	Α	7.6
Henry Street SB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Pine Street EB Left/Right	Α	9.7	A	9.3	A	9.8	Α	9.4	A	9.9	A	9.6
Bridge Street @ Market Hill Road (U)						<u>.</u>		<u>.</u>		<u>.</u>		Ļ
Bridge Street NB Thru/Right	-	-	_	-	_	-	_	-	_	-	-	-
Bridge Street SB Left/Thru	Α	7.5	A	7.9	A	7.5	Α	7.9	A	7.6	A	8.0
Market Hill Road WB Left/Right	В	11.6	В	10.6	В	11.9	В	10.8	В	13.6	В	12.7
Bridge Street @ Pine Street (U)					ı							
Bridge Street SB Left/Thru	A	7.6	A	8.1	A	7.6	A	8.1	A	7.7	A	8.3
Pine Street EB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Pine Street WB Left/Right	В	13.0	В	13.3	В	13.5	В	13.7	C	15.9	C	16.8
East Pleasant Street @ Pine Street (U)						<u>.</u>		<u>.</u>		<u>.</u>		Ļ
East Pleasant Street NB Left/Right	С	20.8	D	31.2	С	23.1	Е	39.0	D	30.0	F	103.2
Pine Street EB Thru/Right	-	-	-	-	-	-	-	-	-	-	-	-
Pine Street WB Left/Thru	Α	8.3	A	8.3	A	8.4	A	8.4	A	8.6	A	8.7
East Pleasant Street @ Eastman Lane / Tilson	Farm F	Road (S)							•			
East Pleasant Street NB Left/Thru/Right	В	12.6	A	10.0	В	15.3	В	10.1	С	20.1	В	12.6
East Pleasant Street SB Left/Thru/Right	Α	5.7	A	5.7	A	6.1	A	5.5	A	7.0	A	6.1
Eastman Lane EB Left/Thru/Right	В	14.1	В	15.5	В	14.7	В	18.2	В	18.1	С	21.4
Tilson Farm Road WB Left/Thru/Right	В	16.8	В	12.9	В	16.7	В	13.9	В	16.2	В	12.5
Overall Intersection	В	10.2	В	10.9	В	11.4	В	11.7	В	13.9	В	13.9
East Pleasant Street @ Strong Street (U)	•	•	,		<b>'</b>		,					
East Pleasant Street NB Thru/Right	-	-	_	-	_	-	_	-	_	-	-	-
East Pleasant Street SB Left/Thru	Α	8.1	A	8.5	A	8.1	A	8.6	A	8.2	A	8.7
Strong Street WB Left/Right	С	18.0	С	18.9	С	16.2	С	21.1	C	21.0	С	22.5
North Pleasant Street @ Pine Street / Meadow	Street (	(S)										
North Pleasant Street NB Left	В	11.2	В	13.6	В	11.3	В	13.8	В	11.3	В	14.7
North Pleasant Street NB Thru	В	10.6	В	15.5	В	10.7	В	15.8	В	10.7	В	16.8
North Pleasant Street NB Right	Α	0.0	A	1.9	A	0	Α	2.1	A	1.3	A	4.3
North Pleasant Street SB Left	В	13.5	В	19.3	В	13.8	С	20.8	В	13.8	С	23.0
North Pleasant Street SB Thru	В	14.4	В	13.1	В	14.7	В	13.3	В	14.7	В	14.1
North Pleasant Street SB Right	Α	3.1	A	3.5	A	3.1	A	3.5	A	3.1	A	3.7
Meadow Street EB Left/Thru/Right	Α	9.9	В	17.5	В	10.2	В	19.8	В	10.3	В	18.3
Pine Street WB Left/Thru/Right	В	10.5	A	5.7	В	10.9	A	5.8	В	11.7	A	7.0
Overall Intersection	В	10.8	В	13.4	В	11.1	В	14.3	В	11.2	В	14.4

(U) -Unsignalized intersection

(S) -Signalized intersection



The intersections studied for potential impacts included existing locations along the main corridors between the subdivision and university. Based upon the low volumes of traffic on the immediate servicing roads of Henry Street and Flat Hills Road, an analysis of the proposed intersections of the new subdivision road with these streets, was determined not to be necessary. These intersections will operate at a good Level of Service A with adequate gaps and minimal delays, with typically only one vehicle waiting to enter or exit the subdivision access road.

As can be seen in the table due to the low volumes of traffic serviced through the existing study intersections, for three of the five unsignalized junctions, the level of service is unchanged with only a minor increase in delays from the Existing 2014 condition, to the Future 2019 No Build and Build condition during both the AM and PM peak periods. At the Bridge Street intersection with Pine Street, the minor approach westbound movements delays are increased by approximately three (3) seconds which yields a LOS C from the existing LOS B. This increased delay will result in no discernable change in intersection operations where typically one to two vehicles will be queued on the minor approach waiting to turn onto Pine Street heading west.

The unsignalized intersection that presently experiences the greatest delays is the East Pleasant Street intersection with Pine Street. During the daily afternoon peak hour the northbound East Pleasant Street approach experiences delays between 25 and 35 seconds resulting in typical maximum queues of 4 to 6 vehicles waiting to turn left onto Pine Street westbound. Often several of these queued vehicles were able to turn onto Pine Street in the same gap in the mainline traffic stream as traffic on Pine Street is platooned from the west due to the traffic signal at North Pleasant Street. During all other periods of the day, this movement experiences minimal delays with typically one or two vehicles queued waiting to turn left. The right turning traffic from the minor approach experiences minimal delays when they are able to bypass the left turning traffic and turn separately. However, if more than three vehicles are queued to turn left, there is insufficient pavement width for right turning vehicles to bypass.

To help reduce minor approach delays during the afternoon period, it is recommended that the design currently being considered by the Town be implemented at this intersection. The



northbound approach has been designed with a separate left and right turn lane, allowing the right turning traffic to more efficiently access the Pine Street in available gaps, and the intersection to operate with acceptable delays similar to existing conditions. As volumes increase in the community over the next several decades, this design would lend itself to signalization of the intersection upon satisfying MUTCD warrants.

The two signalized intersections studied for this project, including East Pleasant Street at Eastman Lane and North Pleasant Street at Pine Street both operate efficiently at Level of Service B under each of the study periods. These intersections will be able to accommodate the additional traffic demands resulting from the proposed development, with minimal increase in delays. As previously noted, the North Pleasant Street signal system is antiquated and in need of replacement to meet current MUTCD design standards. A new traffic signal with current technologies will further improve operations at the intersection as the signal could better adapt to changing volumes over the course of the day.

### <u>Transit Service Access and Circulation</u>

Transit service access and circulation in the area was investigated to insure that the proposed student housing development has nearby access to public transportation. Currently, UMass Transit provides bus and van service to the University/Five College communities. The Five Colleges includes UMass – Amherst, Amherst College, Hampshire College, Mount Holyoke College and Smith College. UMass Transit operates Pioneer Valley Transit Authority (PVTA) buses for the Five Colleges as well as the Towns of Amherst, Belchertown, Deerfield, Granby, Hadley, Northampton, South Hadley, and Sunderland. Van service is provided by SpecTrans for students, faculty and staff with disabilities for the Five Colleges on an on-call/reservation basis schedule. Both transit services are free for students, faculty and staff for the Five Colleges.

The PVTA service for the Five Colleges currently operates twelve (12) bus schedules including a service on Henry Street (Bus Route 32) adjacent to the proposed student housing development. There are two bus stop locations along Henry Street that are approximately 700 feet apart with one located at the Cushman Day School and the other at the intersection with Market Hill Road.



Service is provided at; 12:40 PM, 3:30 PM and at 4:50 PM. It is the intent of the developer to encourage the use of public transportation for neighborhood residents. To insure transit availability, the owner will approach both UMass and the PVTA to determine if the existing route can be expanded throughout the day. In addition, if the infrastructure is provided within the new subdivision it would be desirable to have the bus loop through the development as the site design would promote this circulation pattern without substantially effecting travel time and distances for the PVTA.

### **Pedestrian Access and Circulation**

In addition to reviewing the impacts of vehicle traffic generated by the residential development, an investigation was completed to insure that safe access and circulation is provided for pedestrian and bicycle activity due to the type of land use proposed. A review of the internal circulation was completed to insure that sidewalks and crosswalks were available within the neighborhood to provide sufficient linkage to parking areas, site amenities and walking trails. In addition bicycle accommodations were reviewed between the site and university.

The site has been designed to provide sidewalks along both sides of the subdivision roads for safe pedestrian access through the neighborhood. Appropriate signage, striping and traffic calming measures will be incorporated into the final design of the project. In addition to the sidewalks within the neighborhood, a pedestrian connection to the Robert Frost Trail is being investigated. A connection to the trail will permit pedestrians to loop to the Walt Whitman Trail to the north, and also access the Puffers Pond and Mill River recreation area to the northwest.

It is anticipated that bicycle use of neighborhood residents will be more prevalent than a typical residential neighborhood due to the tenant profile. To insure that safe and adequate bicycle facilities are available between the site, college and downtown area, the main route anticipated for this use was reviewed. As previously mentioned, the most direct and shortest route includes Pine Street to East Pleasant Street. East Pleasant Street in the project area currently has a designated bike lane. The existing signing and striping is limited and in need of an upgrade. It is



recommended that new six inch white shoulder markings be placed on East Pleasant Street, clearly delineating the bike lane along with appropriate bike lane markings and signage.

The Pine Street corridor presently has no bicycle accommodations between Henry Street and East Pleasant Street, a distance of approximately 1,200 feet. A sidewalk runs along the northerly side of the road but the roadway width is insufficient to accommodate a separate bicycle lane. If the current roadway section is maintained for an extended period before the roadway is reconstructed, it is recommended that signing and markings for bicycle use be installed along this section of road. This would include "share the road" warning signs and shared lane pavement markings. As previously noted, the Town has this section of Pine Street under design for reconstruction. The design presently includes roadway widening to include a designated four foot bike lane along both sides of the road that will be signed and marked accordingly. With these measures, adequate bicycle accommodations between the new neighborhood and campus will be provided.

### Conclusions and Recommendations

In summary, the study has shown that the proposed residential development project access and circulation plan has been designed to maintain a desirable level of traffic safety and efficiency on the surrounding roadway system. The proposed roadways and intersections providing access to the site including Market Hill Road, Henry Street and Flat Hills Road were reviewed for safety and found to provide sufficient stopping sight distances for entering and exiting vehicles. Initial meetings with the Town Planning and Engineering staff have been held to coordinate the design concepts for access, as these departments will be responsible for reviewing the final design elements of the development.

The study has also determined that the residential development will increase traffic volumes on the servicing roadways during the peak traffic conditions experienced along the corridors. These new vehicles will not change or negatively affect the free flow operations and acceptable level of service that presently exist in the defined project area with the recommended mitigation. The



new site access road locations will also operate efficiently with minimal delays and no congestion.

The only location identified as having potential delay increases included the Pine Street intersection with East Pleasant Street during the daily PM Peak traffic condition. During all other periods of the day no adverse impacts are anticipated and the intersection will continue to operate efficiently. To offset the daily peak hour impact, it is recommended that the East Pleasant Street northbound approach be widened slightly to accommodate a separate right turn lane onto Pine Street. This design will increase the approach capacity and reduce vehicle delays. The design is depicted in conceptual plans prepared by the Town as part of the Pine Street reconstruction project.

Other mitigation measures have been defined in the study area relating to roadway safety. These measures include improved or new pavement markings, improved or new regulatory and warning signs, guardrail installation and signal upgrade. The intersections requiring these minor enhancements include Henry Street at Pine Street, Bridge Street at Market Hill Road, Bridge Street at Pine Street, East Pleasant Street at Pine Street, Henry Street at Shutesbury Road, and North Pleasant Street at Pine Street. Guardrail installation along Henry Street and Pine Street is also required to replace existing broken and substandard systems protecting side slopes. The bicycle improvements identified included installation of a bike lane along Pine Street and replacement of the markings and signage of the existing bike lane along East Pleasant Street. These upgrades as defined will enhance safety for vehicles, bicyclists and pedestrians throughout the northern section of Town, and mitigate impacts to these roads and intersections resulting from an increase in traffic along the corridors.

Therefore based upon the analysis and study completed for this project, it can be concluded that with the mitigation proposed, the future traffic conditions resulting from the proposed residential development will provide for adequate and safe access to a public street, and will not have a detrimental effect on public safety and welfare in the study area.



### **Appendix**

Traffic Volume Data
Traffic Crash Data
Trip Generation
Operational Analysis

### **Traffic Volume Data**

#### **Automatic Traffic Recorder Counts**

Pine Street – West of East Pleasant Street
East Pleasant Street – South of Pine Street
Henry Street – South of Pine Street
Market Hill Road – East of Henry Street
Bridge Street – North of Market Hill Road
North Pleasant Street – North of Puffton Village Drive (North)
Strong Street – East of East Pleasant Street
North East Street – North of Strong Street

### **Intersection Turning Movement Counts**

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street



#### **Automatic Traffic Recorder Counts**

Pine Street – West of East Pleasant Street
East Pleasant Street – South of Pine Street
Henry Street – South of Pine Street
Market Hill Road – East of Henry Street
Bridge Street – North of Market Hill Road
North Pleasant Street – North of Puffton Village Drive (North)
Strong Street – East of East Pleasant Street
North East Street – North of Strong Street



Pine Street – West of East Pleasant Street



Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Pine Street Location: Pine Street at Sandy Hill Road

A1 451201 - Pine St Site Code: 451201 Date Start: 09-Apr-13 Date End: 11-Apr-13

Start	08-Apr-13	09-Apr-13	10-Apr-13	11-Apr-13	12-Apr-13	Weekday	13-Apr-13	10: 11-Apr-1 14-Apr-13
Time	Mon	Tue	Wed	Thu	Fri	Average	Sat	Sun
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03:00	•	•	12	17	•	14	*	
04:00	•	*	16	16	*	16	*	
05:00	*	*	67	57	•	62	*	
06:00	•	*	218	197	•	208	•	
07:00	•	*	504	440	•	472		
08:00	*		604	565	•	584	*	
09:00	*	*	417	423	•	420		
10:00	*	*	327	*	•	327	*	
11:00	*	•	351	•	•	351		
12:00 PM	*	450	435	*	•	442	*	
01:00	*	483	427	•	•	455		
02:00	*	482	448	•	•	465	•	
03:00	*	586	561	*	•	574	•	,
04:00	*	661	580	*	*	620		•
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08:00	*	252	234	*	•	243		
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10:00	*	141	139	*	*	140	*	
11:00	•	76	84	*			*	
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AM Peak			08:00	08:00	0.070	0.070	0.07	
Vol.			604	565				
PM Peak		17:00	16:00					
Vol.		719	580					
Total		4908	7070					

BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

Project Na	Project Name: Retreat Amherst	erst			P. 4(	Lincoln, RI 02865 P: 401 333 2382 F: 401 333 9215	Lincoln, RI 02865 333 2382 F: 401 3	.65 1.333.92	ñ				4	A1 451201 Diac St	\$0 0di
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East Pleasant Street - South of Pine Street



## BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865

P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst Town/City: Amherst, MA

Roadway: East Pleasant Street
Location: East Pleasant St. at Pine St.
Start 08-Apr-13 09-Apr-13

A2 451202 - E. Plea Site Code: 451202 Date Start: 09-Apr-13 Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
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Total	0	4085	5546			0		
Percentage	0.0%	71.7%	97.4%	26.2%		0.0%		
AM Peak		11:00	08:00	08:00				
Vol.		290	503	468				
PM Peak		17:00	16:00					
Vol.		524	425					
Total		4085	5546					

Roadway: East Pleasant Street Location: East Pleasant St. at Pine St. Start 08-Apr-13 Ture SB NB SB 12:00 AM Ture SB NB SB 00:00 02:00 Ture SB NB SB 00:00	Street											0,	Site Code: 451202	451202
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Henry Street – South of Pine Street



Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Henry Street

Location: Henry Street at Pine Street
Start 08-Apr-13 09-Apr-13 10-Apr-13

A3 451203 - Henry S Site Code: 451203 Date Start: 09-Apr-13 Date End: 11-Apr-13

Start Time	08-Apr-13 Mon	09-Apr-13 Tue	10-Apr-13 Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun	
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07:00		142	127		•	134	*		
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Total	0	1785	3070	880	0		0	0	
Percentage	0.0%	57.5%	99.0%	28.4%	1% 0.0% 0.0%			0.0%	
AM Peak			08:00	08:00		0.0%			
Vol.			263	295					
PM Peak		16:00	17:00						
Vol.		297	292						
Total		1785	3070						

Control Cont	Project Name: Retreat Amherst	mhers	يب			P: 4	Lincc 401.333.2;	Lincoln, RI 02865 333.2382 F: 401.3;	Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215	15				A3	A3 451203 - Henry S	Henry S
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148     147     153     139     150       102     96     92     101     97       53     52     58     69     97     74       53     52     44     27     97     74       28     20     28     24     97     74       15     28     24     97     74       15     28     24     97     74       15     188     148     148     0     0     0     0     0       1785     3070     08:00     08:00     0     0     0     0     0     0       16:00     17:00     17:00     145     145     145     150     150       1785     3070     880     0     0     0     0     0     0			149	148	128	131	<b>₩</b> %	•	•	•	٠	•	٠	٠	7 20	9 9
102   96   92   101   102   103			148	147	153	139	•	٠	*	*	٠	•	•	٠	150	140
90     52     58     69     *     *     *     74       53     52     44     27     *     *     *     *     *     *     48       38     28     24     *     *     *     *     *     *     *     *     *       15     28     24     * </td <td></td> <td>•</td> <td>102</td> <td>96</td> <td>92</td> <td>5</td> <td>*</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>*</td> <td>07</td> <td>2 8</td>		•	102	96	92	5	*	•	•	•	•	•	•	*	07	2 8
53         52         44         27         4         48         27         48         48         48         48         48         48         48         48         48         48         48         48         6		•	06	25	28	69		*	•	٠		٠	•		7	9
33     36     30     42     *		•	53	25	4	27	•	•	•	*	•	•	*	*	ξ	8 6
28         20         28         24         * <td></td> <td>•</td> <td>33</td> <td>36</td> <td>30</td> <td>42</td> <td>*</td> <td>٠</td> <td>٠</td> <td>•</td> <td>٠</td> <td>٠</td> <td>•</td> <td>٠</td> <td>2 6</td> <td>2 0</td>		•	33	36	30	42	*	٠	٠	•	٠	٠	•	٠	2 6	2 0
15         7         18         16         *         *         *         *         *         *         16           897         888         1485         1585         434         446         0         0         0         0         0         0         1515         0		*	28	20	78	24	*	*	*	•	*	•	*	•	3 K	3 8
897         888         1485         1585         434         446         0         0         0         0         0         0         1515           1785         3070         880         08:00         08:00         08:00         0		•	15	7	18	16	*			•	•			*	16	1 5
1785         3070         880         0         0         0         0         3096           08:00         07:00         08:00         08:00         0         08:00         0         08:00         0         08:00         0         08:00         0         0         08:00         0         0         0         0         0         0         0         0         3096		0	897	888	1485	7	434		0	0	0	0	С	c	1515	1581
08:00     08:00     08:00     08:00     08:00     08:00       123     151     150     145     136       16:00     16:00     17:00			1785		3070		880	0	0		0		0	•	309	
16.00 16.00 17:00					08:00	00:20	08:00	08:00							08:00	08:00
16.00     16.00     17:00     17:00     17:00     1       149     148     153     139     150     1       1785     3070     880     0     0     3096					123	151	150	145							126	7.7
149     148     153     139       17:00     1       150     150       1785     3070     880     0     0     3096			16:00	16.00	17.00	17:00		2							8 !	741
149     148     153     139       1785     3070     880     0     0     3096				02.00	2										17:00	17:00
0 0 0 0 0			149	148	153	139									150	143
	0		1785		3070	_	880	_	0		0		0		3096	
	1000															

Market Hill Road – East of Henry Street



Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Market Hill Road

Site Code: 451204 Date Start: 09-Apr-13 Date End: 11-Apr-13

A4 451204 - Market

Location: Market Hill Rd. at Henry St.

Start	08-Apr-13	09-Apr-13	10-Apr-13	44 Apr 42	40 0 40	1411-4	10 1 10 L	ilu, i i-Api-13
Time	Mon	Tue	Wed	11-Apr-13 Thu	12-Apr-13 Fri	Weekday Average	13-Apr-13 Sat	14-Apr-13 Sun
12:00 AM			0	3		2	*	
01:00			0	1		0		
02:00	*	*	0	2	•	1		
03:00			2	2		2		
04:00	*	*	2	3	•	2		1.
05:00			17	8	•	12		
06:00	*	*	36	18	8₩8	27		*
07:00			87	70		78		
08:00	*	•	74	56	(3€)	65		(**)
09:00		340	58	57	141	58		
10:00	*	*	47	•	•	47	*	
11:00		*	61	*		61		
12:00 PM	*	•	42	•	*	42		
01:00		56	72			64		
02:00	*	5 <b>5</b>	62	S <b>★</b> S	*	58		
03:00		80	65			72		
04:00	* [	103	62		3₩1	82		•
05:00	*	100	69	*		84		
06:00	*	57	50	•	*	54		
07:00	*	42	43	•		42		
08:00	*	27	20	•		24	*	
09:00		25	16		*	20		
10:00		26	13	9	•	20		
11:00		11	4			8		
Total	0	582	902	220	0		0	0
Percentage	0.0%	62.9%	97.5%	23.8%	0.0%		0.0%	0.0%
AM Peak			07:00	07:00	0.070		0.070	0.070
Vol.			87	70				
PM Peak		16:00	13:00					
Vol.		103	72					
Total		582	902					

Lincoln, RI 02865  P: 401.333.2925 F: 401.333.2925  Wed Well EB Well EB Thu WB EB Fri WB EB Sat WB EB WB  O	A4 451204 - Market	Site Code: 451204  Date Start: 09-Apr-13	Week Average	EB WB	,	0	0			0 2											46 27				30			14 5			9	00:70 00:11	34 53	17:00 16:00	52 34	
Lincoln, RI 02865  P: 401.333.2382 F: 401.333.9215  WB EB Wed  O	04.45	Site Site Date S	2000	8	,			• 20		• 0		•			•			•	•	•		*	٠	•	*	*	٠	•	•	0		_		•		
Lincoln, RI 02865  P: 401.333.2382 F: 401.333.9215  WB EB WB EB WB EB WB EB WB  10 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Sun		•			•	•	•		•		•	•	٠		٠	•	٠		٠	•	•	*	•	٠	•		o °	0					
Lincoln, RI 02865  P: 401.333.2382 F: 401.333.9215  B Wed WB EB WB EB WB EB WB EB WB  C C C C C C C C C C C C C C C C C C C			Sat		•	•		• •	•	•		• •	•		•	٠		•	•	*	*	•	•	•		•	•	•			<b>D</b>					
Lincoln, RI 02865  P: 401.333.2382 F: 401.333.9215  Web Web WB EB WB EB Fri  Web C C C C C C C C C C C C C C C C C C C			3,		•		•			• •			•		•			•		•	•	•	•	•		•	*	•		0						
WB EB WB  WB CB WB  WB CB WB  WB CB CB CB  WB CB CB  WB CB CB CB  WB CB CB	33 9215	2	Fri						i la			. ,	•		•			•	•	*		•		٠			•	• }		o <sup>c</sup>						
WB EB WB  WB CB WB  WB CB WB  WB CB CB CB  WB CB CB  WB CB CB CB  WB CB CB	1, RI 02865 32 F: 401 3			-	7	- 0	0 0	O 1	- 1	0.0	ο <u>(</u>	7 6	00.7	4 4	2	*		•	•	•	•	•	•	•	*	*	•	<b>*</b> : -1		cc C	02-00	00.00	20			
WB EB WB  WB CB WB  WB CB WB  WB CB CB CB  WB CB CB  WB CB CB CB  WB CB	Lincolr 01.333.238			8	c	٧ +	- c	Ν =		← (	0 (	တ ငွ	75	0 1	•			•		*		•	*	٠	*	* 1	*)	<b>=</b> 3	* i	220	07:00	9	20			
WB EB  WB EB  11  22 23 331 44 46 46 46 46 47 77 11:0 77 11:0 13:0 16:00 17:0 46 46 46 46 46 46 46 46 46 46 46 46 46	P.			WB	c	0 0	0 0	0 0	0 0	N +	- c	97	9 4	98	22	27	i	19	31	32	23	22	25	15	12	9	4	9	0 0			5	26	14:00	32	
9				8			*	*	7 0	O 4	1	3. 5	200	22 22	18	34				_							12			4	11:00					
		ć.	e	WB	*	*	•	•					•		•													N L		82						
	Project Name: Retreat Amherst	Town/City: Amherst, MA Roadway: Market Hill Road Location: Market Hill Rd. at	08-Apr-13		•						*		•				•			*		• 9		• •		•	•		c	, 0						
Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Market Hill Road Location: Market Hill Rd. at Henry St. Start Start 08-Apr-13 Time EB WB EB 12:00 AM 01:00 02:00 08:00 08:00 09:00 11:00 PM 01:00 08	roject Name	own/City: A oadway: Micoation: Ma	Start	Time 12:00	AM	01:00	02.00	03:00	04:00	05:00	00.90	07:00	08:00	00:60	10:00	11:00	12:00	ML	01:00	02:00	03:00	04:00	00:00	00:00	00:70	00:00	10.00	11:00	00.00	Day	AM	T cox	P G	Peak	Vol.	(

Not Calculated

ADT

Bridge Street – North of Market Hill Road



Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Bridge Street Location: Bridge St. at Market Hill Rd.

A5 451205 - Bridge Site Code: 451205 Date Start: 09-Apr-13 Date End: 11-Apr-13

14-Apr-13 Sun	13-Apr-13 Sat	Weekday Average	12-Apr-13 Fri	11-Apr-13 Thu	10-Apr-13 Wed	09-Apr-13 Tue	08-Apr-13 Mon	Start Time	
Our	• *	25	*	27	23	3.0	*	12:00 AM	
		13		14	12	*		01:00	
	0€8	10	•	12	9	*	*	02:00	
		3	*	2	4		:*	03:00	
	*	5	•	4	6	*	*	04:00	
		24	3.00	22	26			05:00	
	•	64	•	99	30	•	*	06:00	
		97		194	0			07:00	
	*	192	•	383	0	*	*	08:00	
	*	194	•	388	0			09:00	
	*	118	) • ·	237	0	•	*	10:00	
	*	0	•		0	*	*	11:00	
		0			0	*	•	12:00 PM	
	*	164			164	*	*	01:00	
		244	•	*	247	241		02:00	
92		262	34.7	.*	251	272		03:00	
8	*	316	*		309	322	*	04:00	
33		370			376	364		05:00	
39	*	321	•	*	333	309	*	06:00	
39	*	226	•		222	229	*	07:00	
93	*	150	•	*	149	151	*	08:00	
9	*			*	136	132	*	09:00	
ď	134 93 62 *		93	•	*	99	87	*	10:00
17				*	72	52	*	11:00	
0		0	1382	2468	2159	0	Total		
0.0%	0.0%		0.0%	44.8%	79.9%	69.9%	0.0%	Percentage	
				09:00	06:00			AM Peak	
				388	30			Vol.	
					17:00	17:00		PM Peak	
					376	364		Vol.	
					2468	2159		Total	

Ned NB SB NB SB Fri A01.333.9215  SB NB SB NB SB NB SB Fri A01.333.9215  SB NB	NB SB NB	Tue NB SB NB
	5 2	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5

Not Calculated

ADT

North Pleasant Street – North of Puffton Village Drive (North)



### BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865

P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: N. Pleasant Street Location: N. Pleasant St. at Fisher St.

A6 451206 - N. P Site Code: 451201 Date Start: 12-Nov-13 Date End: 18-Nov-13

Start Time	11-Nov-13 Mon	12-Nov-13 Tue	13-Nov-13 Wed	14-Nov-13 Thu	15-Nov-13 Fri	Weekday Average	16-Nov-13 Sat	17-Nov-13 Sun
12:00 AM	*	*	162	121	156	146	286	271
01:00		*	88	48	130	89	219	240
02:00	*	*	31	26	76	44	154	171
03:00			19	24	46	30	86	91
04:00	*	•	45	37	60	47	55	30
05:00			57	120	114	97	91	53
06:00	*	*	191	363	374	309	109	88
07:00		*	502	709	679	630	173	107
08:00		•	848	755	775	793	215	138
09:00		* "	716	580	706	667	352	292
10:00	*	*	589	523	603	572	539	382
11:00		*	555	510	616	560	544	529
12:00 PM		*	671	713	731	705	670	662
01:00		658	639	621	799	679	604	520
02:00	*	728	1218	751	940	909	644	614
03:00	•	679	567	<b>7</b> 73	797	704	609	690
04:00	•	772	768	807	825	793	634	551
05:00		817	720	808	776	780	562	509
06:00	• **	582	603	744	673	650	528	428
07:00	•	547	495	563	579	546	464	353
08:00	*	417	491	499	507	478	491	353
09:00	•	425	375	559	514	468	452	257
10:00	*	313	293	375	398	345	430	229
11:00	•	235	172	222	355	246	294	166
Total	0	6173	10815	11251	12229	240	9205	7724
Percentage	0.0%	54.7%	95.8%	99.7%	108.3%		81.6%	68.4%
AM Peak		• ,•	08:00	08:00	08:00		11:00	11:00
Vol.			848	755	775		544	529
			040	700	713		344	329
PM Peak		17:00	14:00	17:00	14:00		12:00	15:00
Vol.		817	1218	808	940		670	15:00 690
		011	1210	000	340		670	690

#### BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865

P: 401.333.2382 F: 401.333.9215

**Project Name: Retreat Amherst** Town/City: Amherst, MA Roadway: N. Pleasant Street

Site Code: 451201 Date Start: 12-Nov-13

A6 451206 - N. P.

Location: N. Pleasant St. at Fisher St.

Date End: 18-Nov-13 18-Nov-13 Start 19-Nov-13 20-Nov-13 21-Nov-13 22-Nov-13 Weekday 23-Nov-13 24-Nov-13 Time Mon Tue Wed Thu Fri Average Sat Sun 12:00 AM 96 96 01:00 48 48 02:00 17 17 03:00 13 13 04:00 50 50 05:00 102 102 06:00 397 397 07:00 700 700 08:00 807 807 09:00 644 644 10:00 609 609 11:00 614 614 12:00 PM 668 668 01:00 644 644 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 Total 5409 0 0 0 0 0 0 Percentage 100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% AM Peak 08:00 Vol. 807 PM Peak 12:00 Vol. 668 6173 Total 10815

BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

/City:	Town/City: Amherst, MA Roadway: N. Pleasant Street	IA Stree	•							<u>.</u>				S	Site Code: 45120	45120
۷ay. ا														Date	Date Start: 12-Nov-1	Nov-1
cation: N Start	Location: N. Pleasant St. at Fisher St. Start 11-Nov-13	St. at F	Fisher St.		ho/W		Ë	-	Ü		6		d		Date End: 18-Nov-13	Nov-1
Time	SB	e B B	SB	N N	SB	Ä	a.	<u> </u>	ב מ	g	Sar CB	9	uno d		Week Average	erage
12:00			1		)	2	3	2	2	2	9	<u> </u>	S S	<u>n</u>	20	2
PΜ	•	•	•	*	88	73	48	73	8	76	143	173	150	101	ç	0
01:00	•	*	٠	*	34	2 4	2, C	2 2 2	3 6	2 1 0	5 6	2 9 6	200	177	2 5	) i
05:00	*	*		*	7	ξ α	7 7	57	200	/0	2 1	91	/7	113	7.1	73
03:00	•	٠		*	<u>.</u> «	0 5	7 7	4 6	0 0	L 4 C	2	27	10	S :	9 1	46
04.00	•	•	•	*	) C	2 0	- c	0 0	70	97	24.0	43	43	84	52	28
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10.00	•		٠	+	4 6	777	382	198	4/6	230	219	133	167	125	348	182
11.00		٠		•	104	00	318	502	32/	246	306	233	223	159	321	206
12:00				(	326	528	266	244	354	262	566	278	313	216	305	246
Æ	•	*	•	ŧ	372	299	388	325	369	362	348	322	438	224	383	308
01:00	٠		316	342	377	262	318	303	441	358	313	291	303	217	345	200
05:00		•	381	347	770	448	379	372	468	472	361	283	326	288	448	268
03:00	•	*	309	370	262	305	328	445	365	432	330	279	333	357	324	36.5
04:00	• (	*	338	434	336	432	353	454	345	480	361	273	300	2,5	330	387
00:	•		342	475	328	392	387	421	392	384	338	224	285	224	345	353
06:00		*	288	284	292	311	421	323	341	332	297	231	233	195	312	281
00:70	•		271	276	235	260	284	279	305	274	249	215	177	176	254	247
08:00		,	130	227	226	265	229	270	272	235	260	231	180	173	226	234
08:00	•	× 1	185	240	147	228	220	339	254	260	221	231	110	147	190	241
00:01	10		148	165	137	156	179	196	218	180	245	185	92	137	170	170
00:11		•	104	131	73	66	94	128	190	165	138	156	8	ν. (2)	113	127
Lane	o '	0	2872	3301	6135	-	2209	5174	6790	5439	5025	4180	4231	3493	5615	4
Day	0		6173		10815	2	1125		1222	6	9202		7724		1025	10
Peak					08:00	08:00	08:00	11:00	08:00	11:00	10:00	11:00	11:00	11:00	08:00	11:00
Vol.					614	234	534	244	551	262	306	278	313	216	382	246
Peak Y			14:00	17:00	14:00	14:00	18:00	16:00	14:00	16:00	14:00	12:00	12:00	15:00	14:00	16:00
Vol.			381	A75	770											

Single Late Figher St.  1 at Fisher St.  2 at Earlie St.  2 at Earlie St.  2 at Earlie St.  2 at Earlie St.  3 at Earlie St.  3 at Earlie St.  4 at Fisher St.  5 at Earlie St.  6 at Earlie St.	eat A	Project Name: Retreat Amherst				P: 4(	Lincoln, Ri 02865 P: 401.333.2382 F: 401.333.9215	7 Ki Uza 2 F: 401	65 .333.92	15					A6 451206 - N. P	J6 - N. F
Wed NB SB NB SB Fil NB SB Sun NB SB SUN NB SB SB SUN NB SB SB SUN NB SB SB SUN NB SB	ant Si	treet at Fishe	<i>5</i> 7											Da	Site Code: 451201 Date Start: 12-Nov-13	45120 -Nov-1
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6173 10815 11251 12259 9205 7724	e Z	-		-		<u>.</u>		- 8	SB	88					SB	S B
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6173 10815 11251 12229 9205 77724		28	*			*	*	*	٠	٠	•		٠		45	51
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225 226 227 228 239 239 239 11:00 278 1200 09 6173 10815 11251 1229 9205 7724		8 8	•			•	•	٠	•	•	• •			•	69	33
220 221 228 295 294 1984 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		704						•	•	•		•	- 33		288	109
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Strong Street – East of East Pleasant Street



Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Strong Street Location: Strong St. at Wildwood Elem.

Site Code: 451207 Date Start: 12-Nov-13 Date End: 19-Nov-13

A7 451207 - Stro

Start	11-Nov-13	12-Nov-13	13-Nov-13	14 Nov 12	15-Nov-13	Modules		10. 19-NOV-13
Time	Mon	Tue	Wed	14-Nov-13 Thu	Fri	Weekday Average	16-Nov-13 Sat	17-Nov-13 Sun
12:00 AM	*	*	22	0	17	13	25	33
01:00	*	•	21	0	21	14	30	33
02:00	*	*	6	0	14	7	31	21
03:00	*	•	1	0	4	2	11	13
04:00	*	*	4	0	8	4	7	9
05:00	•	•	9	0	11	7	10	4
06:00	•	*	37	0	54	30	30	18
07:00	•	•	110	0	150	87	56	29
08:00	*	*	323	0	331	218	67	49
09:00	•	•	327	0	328	218	128	82
10:00	•	*	217	0	213	143	147	135
11:00	*	•	182	0	171	118	158	104
12:00 PM	*	210	170	Ō	212	148	159	157
01:00	•	221	206	0	196	156	168	172
02:00	*	203	187	190	239	205	134	141
03:00	•	248	261	311	296	279	155	180
04:00	•	300	0	283	270	213	159	163
05:00	• [	305	0	344	315	241	155	158
06:00	*	254	0	188	184	156	119	118
07:00	*	156	Ō	163	141	115	81	96
08:00	*	101	Ō	91	84	69	73	73
09:00	•	87	0	101	73	65	81	65
10:00	*	60	Ō	87	81	57	62	58
11:00		40	Ō	42	56	34	59	31
Total	0	2185	2083	1800	3469		2105	1942
ercentage	0.0%	84.1%	80.1%	69.3%	133.5%		81.0%	74.7%
AM Peak			09:00		08:00		11:00	10:00
Voi.			327		331		158	135
PM Peak		17:00	15:00	17:00	17:00		13:00	15:00
Vol.		305	261	344	315		168	180

## BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865

P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: Strong Street Location: Strong St. at Wildwood Elem.

A7 451207 - Stro Site Code: 451207

Date Start: 12-Nov-13 Date End: 19-Nov-13

Start	18-Nov-13	19-Nov-13	20-Nov-13	21-Nov-13	22-Nov-13	Weekday	23-Nov-13	10: 19-NOV-1
Time	Mon	Tue	Wed	Thu	Fri	Average	Sat	24-Nov-13 Sun
12:00 AM	17	27	*	*	*	22	*	
01:00	14	16	*	*		15		
02:00	10	12	*	*	*	11	*	
03:00	2	1	*		*	2	*	
04:00	4	2	*	*	•	3		*
05:00	9	6	*	*	*	8	¥	
06:00	59	50	*	*	•	54	*	*
07:00	144	148	*	*	*	146	*	*
08:00	327	308	•	*	•	318	•	*
09:00	366	366			*	366		*
10:00	205	156	*	*	*	180	*	•
11:00	197		*	•	*	197		*
12:00 PM	203	*	*	*	•	203	*	*
01:00	204		*	₩.		204		*
02:00	197		•	•	•	197	*	•
03:00	288	*	. *	11:00	*	288		*
04:00	232	*		*	*	232		*
05:00	331				*	331		*
06:00	186		*		*	186	*	
07:00	142	•			*	142	*	
08:00	98	*	*		*	98	*	
09:00	78	*			*	78	*	
10:00	62	*		*	*	62		
11:00	34					34	3 43	
Total	3409	1092	0	0	0		0	0
ercentage	100.9%	32,3%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	09:00	09:00					0.070	0.070
Vol.	366	366						
PM Peak	17:00							
Vol.	331	716						
Total		3277	2083					

BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

Project Nam	Project Name: Retreat Amherst	herst			P: 4	Lincoln, KI 02865 P: 401.333.2382 F: 401.333.9215	Lincoln, Kl U2865 33.2382 F: 401.3	365 1.333.921	ro S					A7 451207 - Stro	7 - Stro
Town/City: Amherst, MA Roadway: Strong Street	Town/City: Amherst, MA Roadway: Strong Street	[] 	į										S Date	Site Code: 451207 Date Start: 12-Nov-13	451207 -Nov-13
Start	Start 11-Nov-13 The	awood Ele	П.	Wed		Ä		T.		Ö		C	Date	Date End: 19-Nov-13	-Nov-13
Time	EB WB	89	WB	£	, a	E 41	WB	<u> </u>	Q/W	Sal CD	W/D	בות בות	Ş	Week Average	erage
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01:00	•	*		12	σ	· C	0 0	ب م	- 4	, ,	9 *	<u> </u>	- 4 - 1	2 9	י מ
02:00	*	•	*	ļ	er.	c	0 0	ō rc	0	5 <del>t</del>	1 0	0 0	0 5	7 0	י מ
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06:00		•	*		30.0	o c	0 0	٠ <del>(</del>	ກຸ	n c	- 6	0	4	2	ည
07:00	•	•		21	3 8	<b>&gt;</b> C	0	7 5	101	0 [	7 8	N (	9 9	တ ့	55
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06:00		100		<b>o</b> (	0	172	111	166	104	74	82	8	82	113	83
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Lane		0 1314	871	797	1286	1100	200	1678	1791	929	1176	898	1044	115R	1233
Day	0	2	2185	2083		1800		3469		2105		1942	-	2391	
AM Pook				00:60	08:00			08:00	00.00	11.00	5	00.04	000	2000	
Year Vol					)			9	03.60	3.	3	0.00	00:00	08:00	00.60
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Vol.		199	114	162	100	223	101	000	90	7		, ,	) (	? !	
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17:00 12:00 217 114 3409 3277 2083 1800 3469 2105 1942 5767	AM	00:60	00:60	00:00	00:00												6
17:00 12:00 17:00 1 217 114 217 2083 1800 3469 2105 1942 5767	Z Z	104	262	0	020											03.00	20.00
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	otal					2007	<b>.</b>	2	3	6 5 7	_	2017		1942		2167	
	ADT	Not Calc	Patel														

North East Street – North of Strong Street



## BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: N. East Street Location: N. East St. at Strong St.

A8 451208 - N. Site Code: 451208 Date Start: 12-Nov-13 Date End: 19-Nov-13

	44 N = 40		40.11 46	4444				ia: 19-Nov-13
Start Time	11-Nov-13 Mon	12-Nov-13 Tue	13-Nov-13 Wed	14-Nov-13 Thu	15-Nov-13 Fri	Weekday Average	16-Nov-13 Sat	17-Nov-13 Sun
12:00 AM	*	*	19	14	18	17	25	45
01:00		•	5	3	11	6	22	22
02:00	*	*	2	6	3	4	14	18
03:00		•	7	10	10	9	10	13
04:00	*	*	17	20	14	17	19	7
05:00		•	47	41	43	44	32	11
06:00	•	*	120	106	108	111	53	30
07:00		•	202	222	212	212	70	67
08:00	*	*	249	266	244	253	176	125
09:00		*	165	159	174	166	210	188
10:00	•	*	157	157	164	159	244	169
11:00	*	•	128	153	137	139	224	183
12:00 PM	*	168	161	185	175	172	259	198
01:00	(*)	180	153	165	198	174	217	189
02:00	*	173	154	202	209	184	234	300
03:00	•	296	225	272	302	274	248	207
04:00	•	329	312	329	314	321	245	172
05:00	•	272	273	295	298	284	197	139
06:00	*	172	172	197	218	190	155	96
07:00	•	97	112	126	126	115	99	73
08:00	*	76	84	100	106	92	96	70
09:00	*	54	59	69	105	72	97	45
10:00	*	42	43	35	67	47	105	25
11:00	*	23	19	33	55	32	44	17
Total	0	1882	2885	3165	3311		3095	2409
Percentage	0.0%	60.8%	93.2%	102.3%	107.0%		100.0%	77.9%
AM Peak			08:00	08:00	08:00		10:00	09:00
Voi.			249	266	244		244	188
PM Peak		16:00	16:00	16:00	16:00		12:00	14:00
Vol.		329	312	329	314		259	300

# BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

Project Name: Retreat Amherst Town/City: Amherst, MA Roadway: N. East Street Location: N. East St. at Strong St.

Site Code: 451208 Date Start: 12-Nov-13 Date End: 19-Nov-13

A8 451208 - N.

Start Time	18-Nov-13 Mon	19-Nov-13 Tue	20-Nov-13 Wed	21-Nov-13 Thu	22-Nov-13 Fri	Weekday Average	23-Nov-13 Sat	24-Nov-13 Sun
12:00 AM	16	17	*	*		16	Sat *	Sun ,
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03:00	9	14	*		*	12		
04:00	19	21	*	*	•	20		
05:00	99	90	*	*	*	94	*	
06:00	157	185	*	*	•	171	*	
07:00	252	253				252		*
08:00	215	214	*		•	214	*	*
09:00	146	141				144		2
10:00	154	12 · 12	*			154	*	*
11:00	146					146	*	*
12:00 PM	150	*			•	150	*	*
01:00	164	*				164	*	
02:00	256	*				256	•	•
03:00	313	*		(*)		313	*	
04:00	303	*				303	*	*
05:00	185					185		
06:00	118	3 <b>.★</b> 3		5060	: WE	118		*
07:00	95	*		*		95		
08:00	76		•	*		76		
09:00	50					50		
10:00	21	•		*	*	21		
11:00	16					16	•	
Total	2965	940	0	0	0		0	0
Percentage	99.7%	31.6%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	07:00	07:00		- 1,5-1-1	- 10 AB)		0.0.0	0.074
Vol.	252	253						
PM Peak	15:00							
Vol.	313							
Total		2822	2885					

BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

BETA Group, Inc. 6 Blackstone Valley Place Lincoln, RI 02865 P: 401.333.2382 F: 401.333.9215

	LOWINCITY. ATTITIONS, IMA												•		451208
Roadway: N. East Street Location: N. East St. at S	Roadway: N. East Street Location: N. East St. at Strong St.	ng St.											Date	Site Code: 451208 Date Start: 12-Nov-13 Date End: 10-Nov-13	-Nov-13
18-Nov-13	v-13	Tue		Wed	The state of the s	Thu		Fri		Sat		Sin		Week A	CI-VOVI-
SB	- 8 8	SB	- 8	SB	e B N	SB	- 82		P B B	SB	NB NB	SB	NB B	SB NB	S a
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171	81	176	77	٠	*	*	٠			٠	•	•	•	2	- 6
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7)	82		•	•	•	•	•	*	*	•	•	*	*	72	82
99	80	*	*	•	*	•	4	*	4	*	*	•	٠	9	2 6
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89	96	•			•	٠		*	•		•	4	. ,	84	102
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78	107	•	*	•	*	•	*	•		•	•	*	*	02	2 5
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49	46	•	+	*	*	•	*	٠	٠			29		ရှိ	29
7	7 4	•	*	•	•	1	4	- 34		<b>(</b> (0)			•	49	46
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171	100	176	86											717	8
15:00	15.00													1/4	<u> </u>
	) }													15:00	15:00
155	158													155	150
														3	000
2965	ູນ	2822		2885		3165		3311		3095		2409		5946	12

Not Calculated

ADT

#### **Intersection Turning Movement Counts**

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street
North Pleasant Street at Puffton Village Drive (North)
North Pleasant Street at Puffton Village Drive (South)



Henry Street at Pine Street





Project Name: Retreat Amherst Town/City: Amherst, MA Location: Henry St. at Pine St. Weather: 55 Deg., Cloudy

File Name: 451205\_Henry St @ Pine St Site Code: 451205

Start Date : 4/11/2013

September   Sept		1					ı		G	roups F	Printed- C	ars -	rucks									10
Start Time								. v	estbor	ınd			. 1					-	Pine	hr		
06:00 AM   2 9 0 0 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Start Time	Right	Thru	Left	Peds	App. Istal	Right	Thru	Left	Peds	App Total	Right				App Total	Right	7			Are Tutal	Int. Total
06.15 AM 0 4 0 0 4 0 0 0 0 0 0 0 0 0 0 2 2 7 0 9 10 0 0 0 0 10 1 23 06.50 AM 0 7 0 0 7 0 0 0 7 0 0 0 2 2 0 4 18 0 22 4 0 0 0 0 4 3 35 06.65 AM 3 4 0 0 0 7 0 0 0 0 2 2 0 0 10 45 0 55 20 0 1 0 0 5 30 06.65 AM 3 4 0 0 0 7 0 0 0 0 0 0 0 0 0 4 11 0 0 5 30 06.65 AM 3 4 0 0 0 7 0 0 0 0 0 0 0 0 0 0 4 11 0 0 5 30 07 07 07 0 0 0 0 0 0 0 0 0 0 0 0 0 0	06:00 AM	2	9	0	0	11	0	0	0	0		0	0	6	0	Int. COMPA		0	1000	-		
06:30 AM	06:15 AM	0	4	0	0	4	0	0	0	0	0	0	2									1
06454M   3 4 0 0 7 7 0 0 0 0 0 0 0 4 14 0 0 18 4 0 1 0 5 5 50 107	06:30 AM	0	7	0	0	7	0	0	0	2	2	0.75						-				
Total   5   24   0   0   29   0   0   0   2   2   0   10   45   0   55   20   0   1   0   21   107    07:00 AM   1   18   0   0   11   0   0   0   0   0   0	06:45 AM	3	4	0	0	7																
07:15 AM																						
07:15 AM	07:00 AM	1	5	0	0	6	0	0	0	0	0	0	5	17	0	22	12	0	0	0	12	40
07:30 AM	07:15 AM	1	10	0	0	11	0	0	0	0	0	0	4	11	0	15	16	0	2	0	18	1
07.45 AM	07:30 AM	1	18	0	0	19	0	0	0	1	1	0	13	37	1					-		
Total   3 48	07:45 AM	0	15	0	0	15	0	0	0	0										-		
08.15 AM		3	48	0	0																	
08:15 AM	08:00 AM	2	13	0	0	15	0	0	0	0	0	0	8	24	0	32	24	0	5	0	29	76
08.39 AM 6 14 0 0 20 0 0 0 0 0 0 0 0 9 26 0 35 20 0 4 0 24 77 0 8.45 AM 2 14 0 0 16 0 0 0 0 0 0 0 15 20 0 35 27 0 3 0 30 81 Total 14 64 0 0 0 78 0 0 0 0 0 0 0 0 15 20 0 35 27 0 3 0 30 81 Total 14 64 0 0 0 78 0 0 0 0 0 0 0 0 0 18 20 0 35 27 0 3 0 30 81 Total 14 64 0 0 0 78 0 0 0 0 0 0 0 0 0 18 20 0 35 27 0 3 0 30 81 Total 14 64 0 0 0 78 0 0 0 0 0 0 0 0 0 11 22 0 33 19 0 2 2 0 21 67 99:15 AM 2 6 0 0 1 9 9 0 0 0 0 0 0 0 0 0 0 11 22 0 33 19 0 2 2 0 21 47 99:30 AM 2 6 0 0 1 9 9 0 0 0 0 0 0 0 0 0 0 11 18 19 0 2 0 2 11 67 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 11 16 0 0 18 19 0 2 0 2 11 39 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 11 16 0 0 0 18 12 0 0 0 0 12 39 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 11 16 0 0 27 16 0 0 0 16 52 39 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 11 16 0 0 27 16 0 0 0 16 52 39 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 11 16 0 0 27 16 0 0 0 0 16 52 39 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 0 11 16 0 0 27 16 0 0 0 0 16 52 39 99:45 AM 0 9 0 0 0 9 0 0 0 0 0 0 0 0 0 0 11 16 0 0 0 0 0 16 52 39 99:45 AM 0 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	08:15 AM	4	23	0	0	27	0	0	0	0	0	0										1
08:45 AM	08:30 AM	6	14	0	0	20	0	0	0	0		Į.										1
Total   14   64   0   0   78   0   0   0   0   0   0   0   0   0	08:45 AM	2	14	0	0	16	0	0														1
99-15 AM	Total	14	64	0	0																	
99:15 AM	09:00 AM		10	0	0	13	0	0	0	0	0	0	11	22	0	33	19	0	2	0	21	67
99:30 AM	09:15 AM	2	6	0	0	8	0	0	0	0	0	0	4	14	0							1
9945 AM 0 9 0 0 9 0 0 9 0 0 0 0 0 0 0 0 11 16 0 27 16 0 0 0 16 52 20 20 3 16 52 20 3 3 0 22 5 66 03 3 0 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	09:30 AM	2	6	0	1	9	0	0	0	0	0	0	8	10								)
Total 7 31 0 1 39 0 0 0 0 0 0 0 34 62 0 96 66 0 4 0 70 205  ***BREAK ****  ***  ***  ***  ***  ***  ***  *	09:45 AM	0	9	0	0	9	0	0	0	0	0											1
03:00 PM	Total	7	31	0	1	39																
03:15 PM	** BREAK *	**																				
03:15 PM	03:00 PM	1	5	0	0	6	0	0	0	0	0	0	7	12	0	19	24	0	4	0	28	53
03:30 PM	03:15 PM	1	6	0	0		0															
03:45 PM	03:30 PM	2	7	0	0																	
Total 7 27 0 0 34 0 0 0 0 0 0 0 0 0 39 70 0 109 85 0 12 0 97 240  04:00 PM	03:45 PM	3	9	0	0	12	0	0														
04:15 PM	Total	7	27	0	0		0															
04:15 PM	04:00 PM	2	11	0	1	14	0	0	0	0	0	0	7	18	0	25	36	0	2	0	38	77
04:30 PM	04:15 PM	1	4	0	0	5	0	0	0	0	0	0			0							
04:45 PM	04:30 PM	0	9	0	0		0															
Total 5 33 0 1 39 0 0 0 0 0 0 0 38 87 0 125 117 0 9 0 126 290  05:00 PM	04:45 PM	2	9	0	0		0	0														
05:15 PM																						
05:15 PM	05:00 PM	1	9	0	1	11	0	0	0	0	0	0	7	32	0	39	24	0	0	0	24	74
05:30 PM	05:15 PM	2	7	0	0	9	0	0	0	0	0	0	22									
05:45 PM	05:30 PM	0	10	0	0	10	0	0	0	0	0	0	13	21	0							
Total 6 32 0 1 39 0 0 0 0 0 0 0 52 91 0 143 98 0 13 0 111 293  06:00 PM	05:45 PM	3	6	0	0	9	0	0	0	0												
06:15 PM	Total	6	32	0	1	39	0	0	0	0												
06:15 PM	06:00 PM	1	10	0	0	11	0	0	0	0	0	0	10	11	0	21	22	0	3	0	25	57
06:30 PM	06:15 PM	2	8	0	0	10	0	0	0	0	0	0			0				72	-		
06:45 PM	06:30 PM	1	10	0	0	11	0	0	0	0												
Total 4 35 0 0 39 0 0 0 0 0 0 0 25 57 0 82 86 0 7 0 93 214  Grand Total Apprch 14.7 84.5 0 0.9 0 0 0 100 0 0 25 57 0 82 86 0 7 0 93 214  Apprch 14.7 84.5 0 0.9 0 0 0 100 0 0 31.3 68.6 0.1 90.2 0 9.8 0  Total 27 15.4 0 0.2 18.3 0 0 0 0.2 0.2 0 14.3 31.4 0.1 45.8 32.3 0 3.5 0 35.8  Cars 50 286 0 3 339 0 0 0 3 3 3 0 263 587 1 851 605 0 59 0 664 1857  % Cars 98 97.3 0 100 97.4 0 0 0 100 100 0 96.3 98.2 100 97.6 98.2 0 88.1 0 97.2 97.4  Trucks 1 8 0 0 9 9 0 0 0 0 0 0 0 10 11 0 21 11 0 8 0 19 49	06:45 PM	0	7	0	0	7	0	0	0	0			4								220	
Appreh % 14.7 84.5 0 0.9 0 0 0 100 0 31.3 68.6 0.1 90.2 0 9.8 0 Total % 2.7 15.4 0 0.2 18.3 0 0 0 0.2 0.2 0.2 0 14.3 31.4 0.1 45.8 32.3 0 3.5 0 35.8 Cars 98 97.3 0 100 97.4 0 0 0 100 100 0 96.3 98.2 100 97.6 98.2 0 88.1 0 97.2 97.4 Trucks 1 8 0 0 9 0 0 0 0 0 0 0 0 10 11 0 21 11 0 8 0 19 49	Total	4	35	0	0	39	0	0	0	0	0.744.11		25								- 1	
Appreh %         14.7         84.5         0         0.9         0         0         0         100         0         31.3         68.6         0.1         90.2         0         9.8         0           Total %         2.7         15.4         0         0.2         18.3         0         0         0         0.2         0.2         0         14.3         31.4         0.1         45.8         32.3         0         35.8         0         35.8           Cars         50         286         0         3         339         0         0         0         3         3         0         263         587         1         851         605         0         59         0         664         1857           % Cars         98         97.3         0         100         97.4         0         0         0         100         0         96.3         98.2         100         97.6         98.2         0         88.1         0         97.2         97.4           Trucks         1         8         0         0         9         0         0         0         0         10         11         0         21         11<				0		348	0	0	0	3	3	0	273	598	1	872	616	0	67	0	683	1906
Total % 2.7 15.4 0 0.2 18.3 0 0 0 0.2 0.2 0 14.3 31.4 0.1 45.8 32.3 0 3.5 0 35.8 Cars 50 286 0 3 339 0 0 0 3 3 3 0 263 587 1 851 605 0 59 0 664 1857 605 98 97.3 0 100 97.4 0 0 0 100 100 0 96.3 98.2 100 97.6 98.2 0 88.1 0 97.2 97.4 Trucks 1 8 0 0 9 9 0 0 0 0 0 0 0 10 11 0 21 11 0 8 0 19 49		14.7	84.5	0	0.9		0	0	0	100					0.1							
Cars 50 286 0 3 339 0 0 0 3 3 0 263 587 1 851 605 0 59 0 664 1857 % Cars 98 97.3 0 100 97.4 0 0 0 100 100 0 96.3 98.2 100 97.6 98.2 0 88.1 0 97.2 97.4 Trucks 1 8 0 0 9 0 0 0 0 0 0 10 11 0 21 11 0 8 0 19 49	Total %	2.7	15.4	0	0.2	18.3	0	0			0.2					45.8					35.8	
% Cars 98 97.3 0 100 97.4 0 0 0 100 100 0 96.3 98.2 100 97.6 98.2 0 88.1 0 97.2 97.4 Trucks 1 8 0 0 9 0 0 0 0 0 0 10 11 0 21 11 0 8 0 19 49		50	286	0	3	339	0	0	0	3												1857
Trucks 1 8 0 0 9 0 0 0 0 0 10 11 0 21 11 0 8 0 19 49											20										1	
																					555	
	% Trucks	2	2.7	0	0	2.6	0	0	Ö	ō	0	ō	3.7	1.8	ŏ	2.4	1.8	ő	11.9	0	2.8	2.6



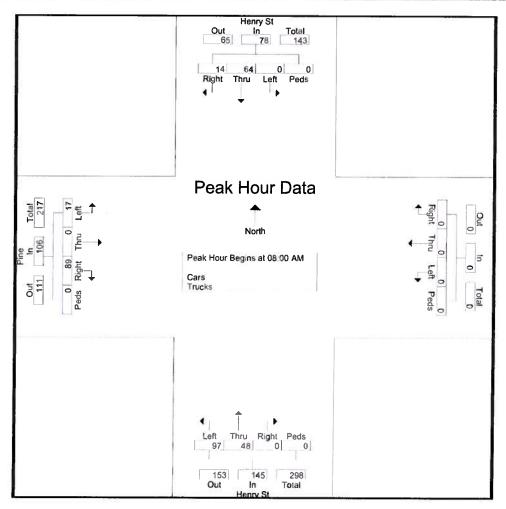
Town/City: Amherst, MA

Location: Henry St. at Pine St. Weather: 55 Deg., Cloudy

File Name: 451205\_Henry St @ Pine St Site Code: 451205

Site Code : 451205 Start Date : 4/11/2013

			Henry S outhbou		p 1400 for the Ball vandadanchersten		W	estbou	nd	1			Henry orthbo				Е	Pine astbour	nd		
Start Time	Right	Thru	Left	Peds	App Intal	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour An	alysis F	rom 06	00 AM	to 11:4	15 AM -	Peak 1 c	of I							82	593					A. S.	
Peak Hour for	Entire I	Intersec	tion Be	gins at	08:00 AN	Л															
08:00 AM	2	13	0	0	15	0	0	0	0	0	0	8	24	0	32	24	0	5	0	29	76
08:15 AM	4	23	0	0	27	0	0	0	0	0	0	16	27	0	43	18	0	5	0	23	93
08:30 AM	6	14	0	0	20	0	0	0	0	0	0	9	26	0	35	20	0	4	0	24	79
08:45 AM	2	14	0	0	16	0	0	0	0	0	0	15	20	0	35	27	0	3	0	30	81
Total Volume	14	64	0	0	78	0	0	0	0	0	0	48	97	0	145	89	0	17	0	106	329
% App. Total	17.9	82.1	0	0		0	0	0	0		0	33.1	66.9	0		84	0	16	0		32.
PHF	.583	.696	.000	.000	.722	.000	.000	.000	.000	.000	.000	.750	.898	.000	.843	.824	.000	.850	.000	.883	.884

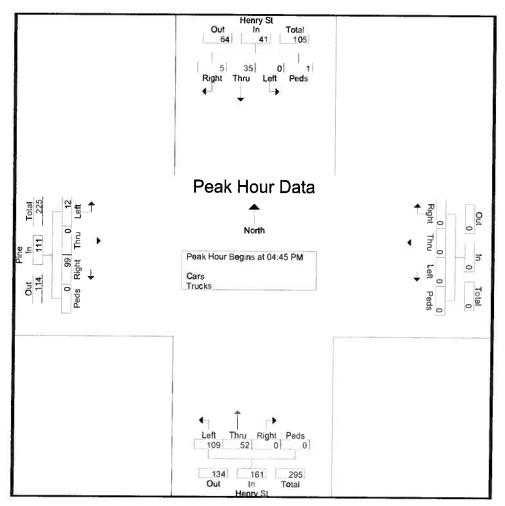




Town/City: Amherst, MA Location: Henry St. at Pine St. Weather: 55 Deg., Cloudy File Name: 451205\_Henry St @ Pine St

Site Code : 451205 Start Date : 4/11/2013

			Henry S outhbou				W	'estbou	nd				Henry : orthbor				Е	Pine astbou	nd		
Start Time	Rig lit	Thr u	Left	Ped s	New York	Rig ht	Thr	Left	Ped s	App Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	Int. Total
Peak Hour Ans	alysis F	rom 12:	.00 PM	to 06:4	5 PM - P	cak I of	1										-				
Peak Hour for																					
04:45 PM	2	9	0	0	11	0	0	0	0	0	0	10	36	0	46	29	0	4	0	33	90
05:00 PM	i	9	0	1	11	0	0	0	0	0	0	7	32	0	39	24	ő	i	ő	24	74
05:15 PM	2	7	0	0	9	0	0	0	0	0	0	22	20	Ö	42	22	ő	3	ő	25	76
05:30 PM	0	10	0	0	10	0	0	0	0	0	0	13	21	0	34	24	ŏ	5	ő	29	73
Total Volume	5	35	0	1	41	0	0	0	0	0	0	52	109	0	161	99	0	12	0	111	313
% App. Total	12.2	85.4	0	2.4		0	0	0	0		0	32.3	67.7	0		89.2	Ö	10.8	ő	10.5	313
PHF	.625	.875	.000	.250	.932	.000	.000	.000	,000	.000	.000	.591	.757	.000	.875	.853	.000	600	.000	.841	.869



Bridge Street at Market Hill Road





Project Name: Retreat Amherst Town/City: Amherst, MA Location: Bridge St. at Market Hill Rd. Weather: 55 Deg., Cloudy

File Name: 451206\_Bridge St @ Market Hill Rd Site Code: 451206

Start Date : 4/11/2013

South   South   South   Start Time   Right   Thru   1	Street   S	21 23 29 29 21 94 38 44 74 69 225 59 70 75 95 299 55 64 41 52 212	Right 4 2 4 4 14 4 5 14 4 27 6 11 5 13 35 9 6 4 9 28		/estbou Left 1 2 4 4 5 12 4 8 12 9 33 15 11 9 10 45 11 12 13 12 48		App Issal  5 4 8 9 26 8 14 27 13 62 21 22 15 23 81 20 18 17	Right 3 0 1 0 4 0 5 6 3 14 3 4 2 0 9	No	dge Str   brthbot	ınd	App load 3 1 4 8 16 9 14 15 15 53 26 18 14 17 75 17 13 26 20 76	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	E. Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O	1 1 3 3 1 1 1 1 1 1 4 4 3 3
06:00 AM	8 0 4 0 9 0 3 0 24 0 4 1 9 2 17 0 16 0 46 3 12 3 14 2 17 1 16 1 59 7	21 23 29 29 21 94 38 44 74 69 225 59 70 75 95 299 55 64 41 52 212	4 2 4 4 14 4 5 14 4 27 6 11 5 13 35	0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 4 4 5 5 12 4 8 12 9 33 15 11 9 10 45 11 12 13 12 48	0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0	5 4 8 9 26 8 14 27 13 62 21 22 15 23 81 20 18 17 21 76	3 0 1 0 4 0 5 6 3 14 2 0 9	Thru 0 1 2 7 10 9 9 12 39 12 17 66 13 7 24 16	Ceft 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 0 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 1 4 8 16 9 14 15 15 53 26 18 14 17 75 17 13 26 20	0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ceft 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 0 0 0 1 1 0 1 0 0 2 0 2 0 0 0 0 0 0 0 0	0 0 0 1 1 0 0 1 0 0 2 0 0 2	3 3 1 1 1 1 4 4
06:15 AM	4 0 9 0 3 0 24 0 4 1 9 2 17 0 16 0 46 3 12 3 14 2 17 1 16 1 59 7 10 3 7 0 6 0 7 0 30 3	21 23 29 21 94 38 44 74 69 225 59 70 75 95 299 55 64 41 52 212	2 4 4 14 4 5 14 4 27 6 11 5 13 35	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 4 4 5 5 12 4 8 12 9 33 15 11 9 10 45 11 12 13 12 48	0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0	5 4 8 9 26 8 14 27 13 62 21 22 15 23 81 20 18 17 21 76	3 0 1 0 4 0 5 6 3 14 2 0 9	0 1 2 7 10 9 9 9 12 39 23 14 12 17 66	0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 1 4 8 16 9 14 15 15 53 26 18 14 17 75 17 13 26 20	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 0 0 1 0 0 2 0 2 0 0 2	0 0 0 1 1 0 0 1 0 0 2 0 0 2	1 3 3 1 1 1 1 1 1 4
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Town/City: Amherst, MA

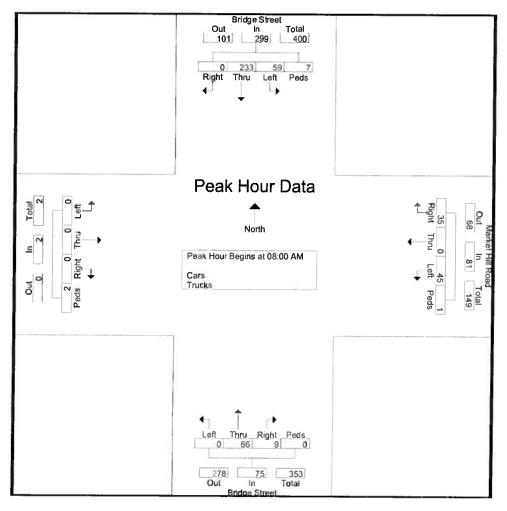
Location: Bridge St. at Market Hill Rd.

Weather: 55 Deg., Cloudy

File Name: 451206\_Bridge St @ Market Hill Rd Site Code: 451206

Site Code : 451206 Start Date : 4/11/2013

			idge St uthbou					ket Hil estbou	l Road ind				idge St				E	astbou	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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Peak Hour for	Entire !	Intersec	tion Be	gins at	08:00 AN	И															
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Town/City: Amherst, MA

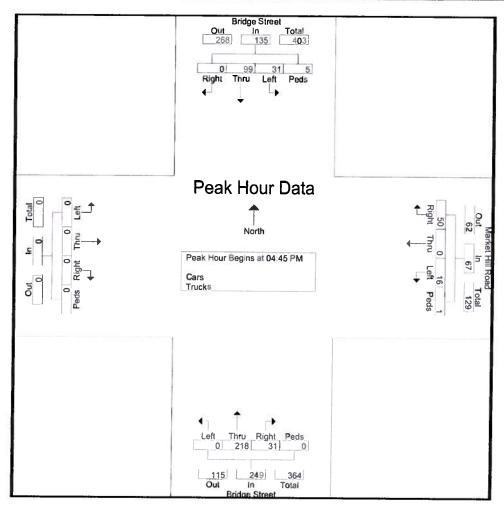
Location: Bridge St. at Market Hill Rd.

Weather: 55 Deg., Cloudy

File Name: 451206\_Bridge St @ Market Hill Rd

Site Code : 451206 Start Date : 4/11/2013

			dge St uthbou					ket Hil estbou	l Road nd				dge St orthbo				E	astbou	nd		
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Peak Hour for	Entire i	ntersec	tion Be	gins at	04:45 PM	[															
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05:15 PM	0	22	11	0	33	17	0	2	1	20	8	65	0	0	73	0	Ô	ő	0	0	126
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Total Volume	0	99	31	5	135	50	0	16	1	67	31	218	0	0	249	0	0	0	0	0	451
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PHF	.000	.884	.705	,313	.964	.735	.000	.667	250	.838	.775	.838	.000	.000	.853	.000	.000	.000	.000	.000	.895



Bridge Street at Pine Street





Project Name: Retreat Amherst Town/City: Amherst, MA Location: Bridge St. at Pine St. Weather: 70 Deg., Sunny

File Name: 451202\_Bridge St @ Pine St

Site Code : 451202 Start Date : 4/9/2013

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07:00 AM	33	0	0	3	36	0	23	0	0	23	0	0	0	1	1	0	18	0	9	0	27	1
07:15 AM	59	0	0	2	61	0	30	0	0	30	0	0	0	1	1	0	16	0	9	1	26	1 1
07:30 AM	64	0	0	0	64	0	39	0	0	39	0	0	0	1	1	0	16	0	20	0	36	1
07:45 AM	61	0	1	2	64	0	36	0	0	36	0	0	Ö	1	1	Ö	23	-	- 6	ŏ	29	1
Total	217	0	1	7	225	0	128	0	0	128	0	0	0	4	4	0	73		44	1	118	4
08:00 AM	55	0	0	0	55	2	34	0	0	36	0	0	0	0	0	0	23	0	19	0	42	1
08:15 AM	59	ő	Ö	1	60	0	44	Ö	Ö	44	ő	0										1
08:30 AM	54	Ö	1	Ó	55	0						-	0	1	1	0	24		7	0	31	1
				_		_	43	0	0	43	0	0	0	0	0	0	22	-	16	0	38	1
08:45 AM Total	74 242	0	2	1 2	77 247	1	29 150	0	0	30 153	0	0	0	0	0	0	25 94		20 62	1	46 157	5
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09:00 AM	55	0	1	1	57	0	30	0	0	30	0	0	0	1	1	0	28	0	15	0	43	1
09:15 AM	40	0	1	3	44	0	26	0	0	26	0	0	0	1	1	0	26	0	11	0	37	1
09:30 AM	36	0	0	0	36	0	23	0	0	23	0	0	0	0	0	0	23	0	14	0	37	
09:45 AM	41	0	0	1	42	0	21	0	0	21	0	0	0	1	1	0	19	0	10	0	29	
Total	172	0	2	5	179	0	100	0	0	100	0	0	0	3	3	Ō	96		50	Ŏ	146	4
BREAK **	•																					
03:00 PM	30	0	2	0	32	0	17	0	0	17	0	0	0	0	0	0	25	0	42	0	67	1
03:15 PM	31	0	1	1	33	2	26	0	1	29	0	0	0	0	0	0	27	0	32	0	59	1
03:30 PM	37	0	0	1	38	0	24	0	0	24	0	0	0	0	0	Ō	32		35	Ō	67	1
03:45 PM	36	0	0	1	37	0	38	0	0	38	0	Ŏ	Ŏ	0	Ö	ŏ	24		52	1	77	i
Total	134	0	3	3	140	2	105	Ö	1	108	ō	ŏ	ŏ	O	Ŏ	ŏ	108		161	1	270	5
04:00 PM	21	0	0	6	27	1	18	0	0	19	0	0	0	0	0	0	28	0	50	0	70	1
04:15 PM	26	Ö	ő	Ö	26	1	28	Ö	2	31										0	78	1
	28										0	0	0	0	0	0	31		46	2	79	1
04:30 PM		0	1	1	30	2	27	0	0	29	0	0	0	0	0	0	36		52	0	88	1
04:45 PM Total	43 118	0	3	7	46 129	1 5	32 105	0	2	33 112	0	0	0	0	0	0	137		45 193	0	87 332	1 5
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05:00 PM	40	0	0	1	41	0	28	0	0	28	0	0	0	0	0	0	37		64	0	101	1
05:15 PM	33	0	1	1	35	3	30	0	2	35	0	0	0	0	0	0	48	0	44	3	95	1
05:30 PM	29	0	1	0	30	0	19	0	0	19	0	0	0	0	0	0	35	0	54	0	89	1
05:45 PM	25	0	1	2	28	1	32	0	4	37	0	0	0	0	0	0	31	0	59	1	91	1
Total	127	0	3	4	134	4	109	0	6	119	0	0	0	0	0	0	151		221	4	376	6
06:00 PM	20	0	0	0	20	0	18	0	0	18	0	0	0	0	0	0	30	0	49	0	79	1
06:15 PM	28	0	0	5	33	0	14	0	0	14	Ó	Ó	Ō	Ö	0	ŏ	30	-	35	Ŏ	65	i
06:30 PM	19	0	Ó	5	24	0	34	ŏ	ŏ	34	ŏ	Ŏ	ō	ŏ	ŏ	ŏ	28		33	ŏ	61	_ i
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Total	91	ŏ	3	10	104	ő	85	ŏ	ő	85	ő	ő	ő	Ö	0	Ö	120		158	0	278	4
Grand Total	1185	0	19	38	1242	14	822	0	10	846	0	0	0	8	8	0	802	0	911	0	1722	
	95.4	ŏ	1.5	3.1	72	1.7	97.2	ő	1.2	540	ő	Ö	0		U					9	1722	38
Total %	31	ő	0.5	1	32.5		21.5			22.2				100	0.0				52.9	0.5	45.4	
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	1167	0	19	38	1224	13	810	0	10	833	0	0	0	8	8	0	789		895	9	1693	37
	98.5	0	100	100	98.6	92.9	98.5	0	100	98.5	0	0	0	100	100				98.2	100	98.3	98
Trucks	18	0	0	0	18	1	12	0	0	13	0	0	0	0	0	0	13	0	16	0	29	(
% Trucks	1.5	0	0	0	1.4	7.1	1.5	0	0	1.5	0	0	0	0	0	0	1.6	Λ.	1.8	0	1.7	1



Town/City: Amherst, MA

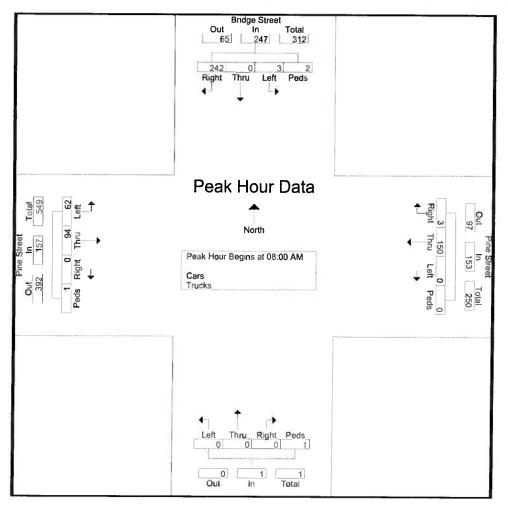
Location: Bridge St. at Pine St.

Weather: 70 Deg., Sunny

File Name: 451202\_Bridge St @ Pine St

Site Code : 451202 Start Date : 4/9/2013

			idge S outhbo	und				ne Str estbo				No	rthbo	und				ne St			
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	06:00	AM to 1	1:45 AN	1 - Pea	k 1 of 1													TP TOTAL	
Peak Hour fo	r Entire	Inters	ection	Begins	at 08:0	0 AM															
MA 00:80	55	0	0	Õ	55	2	34	0	0	36	0	0	0	0	0	0	23	19	0	42	133
08:15 AM	59	0	0	1	60	0	44	0	Ō	44	ō	Õ	ō	1	1	ŏ	24	7	ŏ	31	136
08:30 AM	54	0	1	0	55	0	43	0	0	43	0	Ō	Ŏ	Ò	Ó	ŏ	22	16	ŏ	38	136
08:45 AM	74	0	2	1	77	1	29	0	Ó	30	Ō	ō	Ŏ	ō	Ö	Ö	25	20	1	46	153
Total Volume	242	0	3	2	247	3	150	0	0	153	0	0	0	1	1	0	94	62	1	157	558
% App. Total	98	0	1.2	0.8		2	98	0	0		ō	ŏ	Ö	100	, i	ō	59.9	39.5	0.6	.01	300
PHF	818	.000	.375	500	.802	.375	.852	.000	.000	.869	.000	.000	.000	250	.250	.000	.940	.775	.250	853	.912





Town/City: Amherst, MA

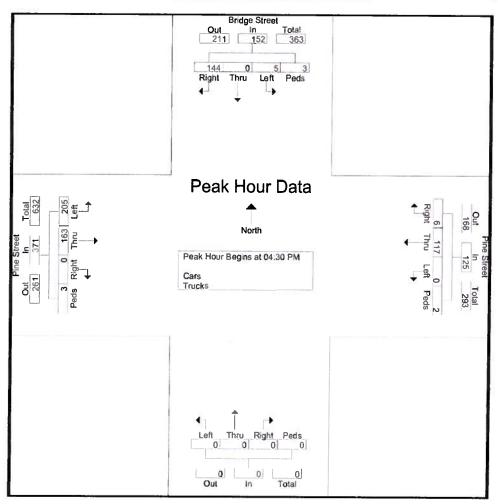
Location: Bridge St. at Pine St.

Weather: 70 Deg., Sunny

File Name: 451202\_Bridge St @ Pine St

Site Code : 451202 Start Date : 4/9/2013

			dge S uthbo					ne Str estbo				No	orthbo	und				ine St			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App Total	Right	Thr	Left	Peds	App Total	Int. Total
Peak Hour Ar	nalysis	From	12:00 F	M to C	6:45 PM	l - Peal	k 1 of 1	i '	, - h			-					-			(- )	
Peak Hour for																					
04:30 PM	28	0	1	<b>1</b>	30	2	27	0	0	29	0	0	0	0	0	0	36	52	0	88	147
04:45 PM	43	0	3	0	46	1	32	0	0	33	0	0	0	0	0	Ö	42	45	Õ	87	166
05:00 PM	40	0	0	1	41	0	28	0	0	28	0	0	0	Ó	Ō	0	37	64	ŏ	101	170
05:15 PM	33	0	1	1	35	3	30	0	2	35	0	0	0	Ó	0	0	48	44	3	95	165
Total Volume	144	0	5	3	152	6	117	0	2	125	0	0	0	0	0	0	163	205	3	371	648
% App. Total	94.7	0	3.3	2		4.8	93.6	0	1.6		0	0	0	0		ō	43.9	55.3	0.8		0.10
PHF	.837	.000	.417	.750	.826	.500	914	.000	.250	.893	.000	.000	.000	.000	.000	.000	.849	.801	.250	.918	.953



East Pleasant Street at Pine Street





Project Name: Retreat Amherst Town/City: Amherst, MA Location: E. Pleasant St. at Pine St. Weather: 70 Deg., Sunny

File Name : 451201\_East Pleasant St @ Pine St Site Code : 451201

Start Date : 4/9/2013

								Pine S	roups F	Timeu- C	ars - II		Pleasan	ıt St				Pine S	. =		1
		Sc	uthbou	und			V	Vestbou					orthbo					astbou			
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06:00 AM	0	0	0	0	0	0	13	6	0	19	1	0	5	0	6	7	4	0	0	11	Int. It
06:15 AM	0	0	0	0	0	0	.8	14	ì	23	i	Ô	4	ő	5	10	8	0	1	19	
06:30 AM	ő	Ö	Ö	0	0	0	20	15	i	36	2	0	7	0	9				1		
06:45 AM	o	0	0	3	3	0			0							15	.7	0	0	22	
	0	0	0				27	20		47	6	0	5	0	11	22	17	0	0	39	10
Total	U	U	U	3	3	0	68	55	2	125	10	0	21	0	31	54	36	0	1	91	25
07:00 AM	0	0	0	0	0	0	33	25	0	58	7	0	8	0	15	13	19	0	0	32	10
07:15 AM	0	0	0	0	0	0	42	48	1	91	5	0	18	0	23	31	20	0	4	55	10
07:30 AM	0	0	0	2	2	0	63	46	0	109	13	0	23	0	36	23	21	0	1	45	11
07:45 AM	0	0	0	0	0	0	53	38	3	94	12	0	25	0	37	23	24	0	1_	48	1
Total	0	0	0	2	2	0	191	157	4	352	37	0	74	0	111	90	84	0	6	180	64
08:00 AM	0	0	0	0	0	0	53	45	0	98	8	0	29	1	38	30	38	0	0	68	20
08:15 AM	0	0	0	1	1	0	60	45	1	106	5	0	15	0	20	35	25	0	ō	60	11
08:30 AM	0	0	0	2	2	0	60	44	1	105	10	0	21	Ö	31	25	29	0	0	54	19
08:45 AM	0	0	0	0	0	0	43	60	8	111	19	0	19	0	38	34	30	0	ő	64	2
Total	0	0	0	3	3	0	216	194	10	420	42	0	84	1	127	124	122	0	0	246	7
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09:15 AM	ő	ŏ	ő	4	4	0	39	34	1	74	12	0	19	0	31	15	27	0	ĭ	43	
09:30 AM	ő	ő	Ö	i	1	0	28	28	i	57	9	0	14	0					22		15
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		0	0	1	1	0	26	17	1	44	28	0	36	0	64	27	36	0	1	64	17
03:30 PM	0	0	0	0	0	0	43	32	0	75	22	0	33	0	55	26	42	0	1	69	19
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04:15 PM 04:30 PM	0	0	0	1	1	0	37	18 15	1	46 53	29 40	0	43 48	0 1	72 89	33 24	41 43	0	0	74 67	1! 2 2: 2:
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Town/City: Amherst, MA

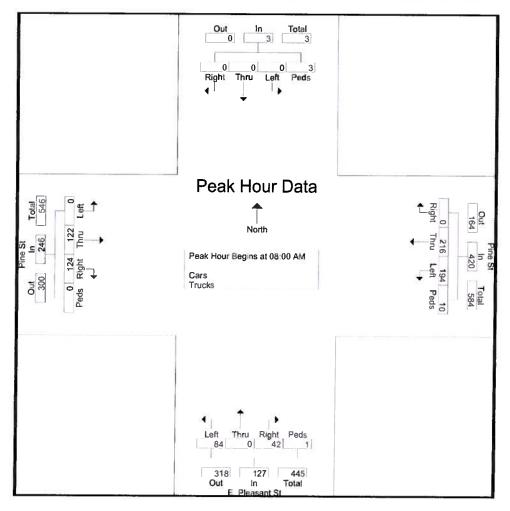
Location: E. Pleasant St. at Pine St.

Weather: 70 Deg., Sunny

File Name: 451201\_East Pleasant St @ Pine St

Site Code : 451201 Start Date : 4/9/2013

			outhbou	ınd	g villalar den dend stada		V	Pine S estbou		1-7-7-1-1-1-1			leasan orthbor				E	Pine S	-		
Start Time	Right	Thru	Left	Peds	App Teul	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 06	00 AM	to 11:4	15 AM -	Peak 1 c	of I				- 77			•							A STATE OF THE PARTY OF THE PAR
Peak Hour for																					
08:00 AM	0	0	0	0	0	0	53	45	0	98	8	0	29	1	38	30	38	0	0	68	204
08:15 AM	0	0	0	1	1	0	60	45	- 1	106	5	Ō	15	0	20	35	25	ő	ő	60	187
08:30 AM	0	0	0	2	2	0	60	44	1	105	10	0	21	Ö	31	25	29	0	ő	54	192
08:45 AM	0	0	- 0	0	0	0	43	60	8	111	19	0	19	0	38	34	30	0	ő	64	213
Total Volume	0	0	0	3	3	0	216	194	10	420	42	0	84	1	127	124	122	0	0	246	796
% App. Total	0	0	0	100		0	51.4	46.2	2.4		33.1	0	66.1	0.8	•••	50.4	49.6	0	0	270	170
PHF	:000	.000	.000	.375	.375	.000	900	.808	313	.946	.553	.000	.724	.250	.836	.886	803	.000	.000	.904	.934





Project Name: Retreat Amherst Town/City: Amherst, MA

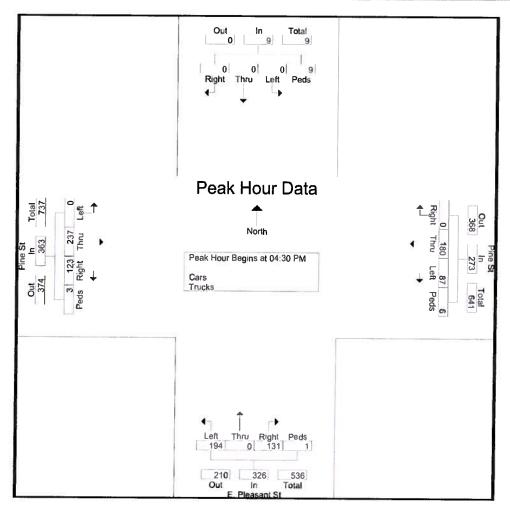
Location: E. Pleasant St. at Pine St.

Weather: 70 Deg., Sunny

File Name: 451201\_East Pleasant St @ Pine St

Site Code : 451201 Start Date : 4/9/2013

			outhbou	ınd	,		W	Pine S estbou					Pleasan orthbor				E	Pine S	-		
Start Time	Rig ht	Thr u	Left	Ped s	Asp Total	Rig ht	Thr u	Left	Ped 5	App Total	Right	Thr u	Lest	Peds	App Total	Right	Thr u	Left	Peds	App. Total	Int. Total
Peak Hour An	alysis Fi	rom 12	:00 PM	to 06:4	15 PM - P	cak 1 o	f I										-				
Peak Hour for	Entire 1	ntersec	tion Be	gins at	04:30 PM	I															
04:30 PM	0	0	0	0	0	0	38	15	1	54	35	0	51	0	86	29	54	0	0	83	223
04:45 PM	0	0	0	2	2	0	52	22	2	76	27	0	49	0	76	22	57	ŏ	1	80	234
05:00 PM	0	0	0	1	1	0	51	26	0	77	29	0	44	0	73	34	69	Õ	2	105	256
05:15 PM	0	0	0	6	6	0	39	24	.3	66	40	0	50	1	91	38	57	0	0	95	258
Total Volume	0	0	0	9	9	0	180	87	6	273	131	0	194	1	326	123	237	0	3	363	971
% App. Total	0	0	0	100		0	65.9	31.9	2.2		40.2	0	59.5	0.3		33.9	65.3	0	0.8	505	
PHF	.000	.000	.000	.375	.375	.000	.865	.837	.500	.886	.819	.000	.951	.250	.896	.809	859	.000	.375	.864	.941



East Pleasant Street at Eastman Lane/Tilson Farm Road





Project Name: Retreat Amherst Town/City: Amherst, MA Location: E. Pleasant St. at Eastman Ln. Weather: Cold, Cloudy

File Name: 451207\_E. Pleasant St @ Eastman Ln Site Code: 451207

Start Date : 11/12/2013

	1		Pleasa	m4 C4	-			_		- Unshi	fted -					1	_				1
		So	outhbo	ound			W	estbo					Pleasa Iorthbo	ound				stman astbo			
Start Time 06:00 AM	Right 6	Thru 7		Peds	App. Total	Right		Left			Right				App. Total	Right			-	App Total	Int. Tola
06:15 AM	1	19	2	0	15 22	0	13 6	1 2	0	14	1	5		0	7	3	3	2	0	8	44
06:30 AM	3	21	5	0	29	0	3	4	1 0	9 4	4	6		0	17	3	7	1	0	11	59
06:45 AM	23	26	4	0	53	0	6	7	0	13	15 12	8 18		0	42	8	19	1	0	28	103
Total	33	73	13	0	119	0	28	11	1	40	32	37		0	47	15	18	7	0	40	153
	12			_	119		20	- ' '	'	40	32	31	44	0	113	29	47	11	0	87	359
07:00 AM 07:15 AM	23 24	39 70	0 4	0	62 98	1 0	14 18	1	1 2	17 20	0	7		1	21	24	7	8	0	39	139
07:30 AM	40	75	ō	3	118	0	16	3	0	19	3	24 26		1	50	35	4	7	0	46	214
07:45 AM	44	94	1	ő	139	1	14	2	0	17	2	26 28		0	101	21	21	8	0	50	288
Total	131	278	5	3	417	2	62	6	3	73	8	26 85		1	95	29	8	5	0	42	293
	en noser				717		02	U	3	13		00	17.1	3	267	109	40	28	0	177	934
MA 00:80	51	57	2	0	110	0	7	2	0	9	2	13		2	55	24	8	6	0	38	212
08:15 AM	36	73	0	0	109	1	9	1	1	12	3	19		0	66	32	12	13	0	57	244
08:30 AM	44	73	1	1	119	0	10	1	0	11	4	24		1	84	27	13	11	0	51	265
08:45 AM	40	80	0	1	121	0	9	0	0	. 9	4	27		0	117	21	10	7	1	39	286
Total	171	283	3	2	459	1	35	4	1	41	13	83	223	3	322	104	43	37	1	185	1007
09:00 AM	43	47	0	1	91	0	12	1	0	13	5	21	82	1	109	31	16	7	0	54	267
09:15 AM	28	44	0	0	72	0	10	4	0	14	3	19	50	0	72	28	10	17	0	55	213
09:30 AM	29	48	1	0	78	0	10	3	0	13	4	18		0	53	25	21	7	0	53	197
09:45 AM	29	45	1	0	75	0	4	3	1	8	14	18	45	2	79	17	26	4	0	47	209
Total	129	184	2	1	316	0	36	11	1	48	26	76	208	3	313	101	73	35	0	209	886
* BREAK ***	*																				
03:00 PM	20	38	0	5	63	3	33	15	0	51	3	45	23	0	71	41	8	13	2	64	249
03:15 PM	14	29	0	0	43	6	13	3	Ō	22	3	54	25	ŏ	82	37	6	13	0	56	203
03:30 PM	4	37	0	0	41	1	6	2	1	10	1	38	41	ō	80	24	6	15	ŏ	45	176
03:45 PM	11	44	0	1	56	0	4	1	0	5	3	62	47	Ō	112	31	6	25	ŏ	62	235
Total	49	148	0	6	203	10	56	21	1	88	10	199	136	0	345	133	26	66	2	227	863
04:00 PM	9	35	0	0	44	0	5	4	0	9	8	46	56	2	112	43	11	12	1	67	232
04:15 PM	6	38	0	0	44	1	5	4	2	12	5	54	35	3	97	53	6	19	Ó	78	231
04:30 PM	9	38	0	1	48	2	1	2	0	5	1	55	28	0	84	38	4	21	0	63	200
04:45 PM	11	35	0	0	46	1	3	0	0	4	0	77	43	0	120	36	3	30	0	69	239
Total	35	146	0	1	182	4	14	10	2	30	14	232	162	5	413	170	24	82	1	277	902
05:00 PM 05:15 PM	14	36	0	0	50	0	2	1	0	3	2	63	44	0	109	34	0	20	0	54	216
	8 7	32	0	0	40	0	1	2	1	4	1	71	38	1	111	43	1	30	0	74	229
05:30 PM 05:45 PM	10	47 35	1	0	55	1	4	1	0	6	1	55	32	1	89	58	2	32	0	92	242
Total	39	150	<u>0</u>	0	45 190	0 1	9	6	0	17	5	80 269	24 138	2	105 414	27 162		26 108	0	58 278	212 899
06:00 PM	10	37	0	0	47	2	2		•	5078 E				10000					_		
06:00 PM	6	37 26	0	0	32	3	3 4	7 5	0	13	1	63	31	1	96	34	7	24	0	65	221
06:30 PM	7	25	0	1	33	0	3	1	0	11	3	48	16	0	67	34	4	13	0	51	161
06:45 PM	4	23	ŏ	ó	27	ő	0	1	0	4	2	42	15	1	60	26	1	18	1	46	143
Total	27	111	Ö	1	139	5	10	14	Ö	1 29	0 6	41 194	21 83	0 2	62 285	13 107	0 12	7 62	0 1	20 182	110 635
Grand Total	614	1373	24	14	2025	23	250	83	10	366	114	1175	1165	18	2472	915	273	429	5	1622	6485
		67.8	1.2	0.7				22.7	2.7	200	4.6	47.5	47.1	0.7				26.4	0.3	1022	0400
Total %		21.2	0.4	0.2	31.2	0.4	3.9	1.3	0.2	5.6	1.8	18.1	18	0.3		14.1	4.2	6.6	0.3	25	
Unshifted		1353	24	14	2001	22	242	82	10	356	114	1152	1127	18	2411	883	267	422	5	1577	6345
		98.5	100	100				98.8	100	97.3	100	98	96.7	100				98.4	100	97.2	97.8
eavy Vehicles	4	20	0	0	24	1	8	1	0	10	0	23	38	0	61	32	6	7	0	45	140
Heavy Vehicles	0.7	1.5	0	0	1.2	4.3	3.2	1.2	Ō	2.7	Ŏ	2	3.3	ŏ	2.5	3.5	2.2	1.6	Ö	2.8	2.2
			-	_					-		•	_	0	•	0	0.0		1.0	0	2.0	2.2



Town/City: Amherst, MA

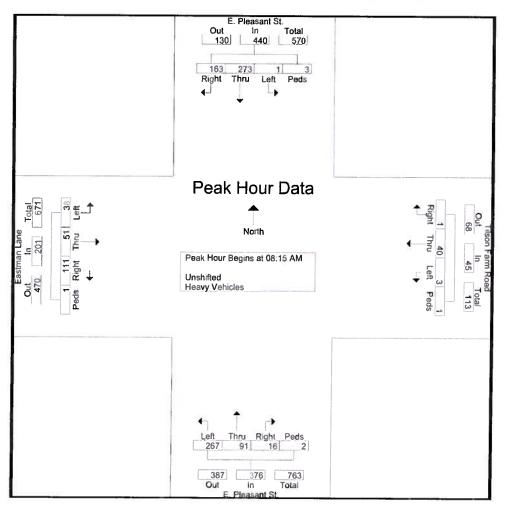
Location: E. Pleasant St. at Eastman Ln.

Weather: Cold, Cloudy

File Name: 451207\_E. Pleasant St @ Eastman Ln

Site Code : 451207 Start Date : 11/12/2013

			leasa uthbo					n Farn estbo	n Road und	d			Pleasa orthbo					tman astbo			
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ai	nalysis	From (	06:00 A	AM to 1	1:45 AN	1 - Pea	k 1 of 1		_											rapp total	I III TOUR
Peak Hour fo																					
08:15 AM	36	73	0	Õ	109	1	9	1	1	12	3	19	44	0	66	32	12	13	0	57	244
08:30 AM	44	73	1	1	119	0	10	1	0	11	4	24	55	1	84	27	13	11	ő	51	265
08:45 AM	40	80	0	1	121	0	9	0	Ō	9	4	27	86	Ò	117	21	10	7	1	39	286
09:00 AM	43	47	0	1	91	0	12	1	0	13	5	21	82	1	109	31	16	7	'n	54	267
Total Volume	163	273	1	3	440	1	40	3	1	45	16	91	267	2	376	111	51	38	1	201	1062
% App. Total	37	62	0.2	0.7		2.2	88.9	6.7	2.2		4.3	24.2	71	0.5	0.0	55.2	25.4	18.9	0.5	201	1002
PHF	.926	.853	.250	750	.909	.250	.833	.750	.250	.865	.800	.843	.776	.500	.803	.867	.797	.731	.250	.882	.928





Town/City: Amherst, MA

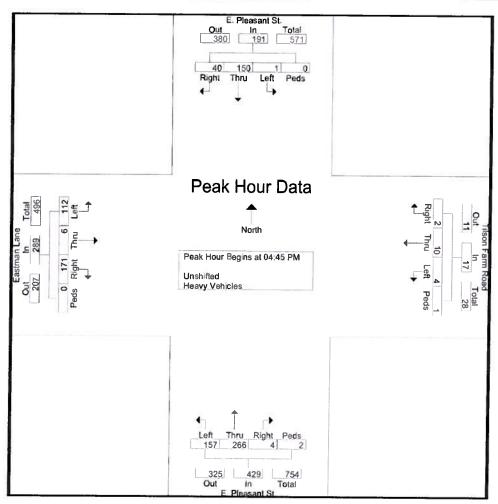
Location: E. Pleasant St. at Eastman Ln.

Weather: Cold, Cloudy

File Name: 451207\_E. Pleasant St @ Eastman Ln

Site Code : 451207 Start Date : 11/12/2013

		So	leasa uthbo	und				n Farn estbo	n Road und				leasa orthbo					tman astbo			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr	Left	Peds	App. Total	Right	Thr	Left	Peds	App Total	Int. Total
Peak Hour Ar	nalysis	From	12:00 F	M to 0	6:45 PM	l - Peal	< 1 of 1	1				-					-		1		J
Peak Hour for	r Entire	Inters	ection	Begins	at 04:45	5 PM															
04:45 PM	11	35	0	Ō	46	1	3	0	0	4	0	77	43	0	120	36	3	30	0	69	239
05:00 PM	14	36	0	0	50	0	2	1	Ō	3	2	63	44	Ö	109	34	ŏ	20	ő	54	216
05:15 PM	8	32	0	0	40	0	1	2	1	4	1	71	38	1	111	43	1	30	ő	74	229
05:30 PM	7	47	1	0	55	1	4	_ 1	0	6	1	55	32	1	89	58	2	32	ő	92	242
Total Volume	40	150	1	0	191	2	10	4	1	17	4	266	157	2	429	171	6	112	0	289	926
% App. Total	20.9	78.5	0.5	0		11.8	58.8	23.5	5.9		0.9	62	36.6	0.5	,	59.2	2.1	38.8	0	209	320
PHF	.714	.798	.250	.000	.868	.500	.625	,500	.250	.708	.500	.864	.892	.500	.894	.737	.500	.875	.000	.785	95



East Pleasant Street at Strong Street





Project Name: Retreat Amherst Town/City: Amherst, MA Location: E. Pleasant St. at Strong St. Weather: Cold, Cloudy

File Name: 451208\_E. Pleasant St @ Strong St

Site Code : 451208 Start Date : 11/12/2013

			Pleasan				S	trong	St.	Unshift		E. P	Pleasan								1
		7	uthbou					estbor				No	orthbo	und			Ea	stbou	nd		
Start Time	Right	Thru	Left		App Istal	Right	Thru		Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	8	3	0	11	10	0	0	0	10	0	13	0	0	13	0	0	0	0	0	34
06:15 AM	0	19	3	0	22	14	0	1	0	15	1	13	0	0	14	0	0	0	0	0	51
06:30 AM	0	29	2	0	31	27	0	1	0	28	2	38	0	0	40	0	0	0	0	0	99
06:45 AM	0	45	11	0	56	18	0	4	0	22	2	35	0	0	37	0	0	0	5	5	120
Total	0	101	19	0	120	69	0	6	0	75	5	99	0	0	104	0	0	0	5	5	304
07:00 AM	0	58	12	0	70	16	0	2	4	22	3	22	0	1	26	0	0	0	1	1	119
07:15 AM	0	98	14	0	112	35	0	5	0	40	9	50	0	1	60	0	0	0	1	1	213
07:30 AM	0	88	12	0	100	61	0	9	3	73	12	77	0	0	89	0	0	0	0	0	262
07:45 AM	0	91	28	0	119	46	0	12	1	59	10	45	0	2	57	0	0	0	2	2	237
Total	0	335	66	0	401	158	0	28	8	194	34	194	0	4	232	0	0	0	4	4	831
08:00 AM	0	62	29	1	92	50	0	17	1	68	5	30	0	3	38	0	0	0	0	0	198
08:15 AM	0	75	36	1	112	49	0	10	1	60	12	57	0	0	69	0	0	0	0	0	241
08:30 AM	0	73	24	0	97	81	0	26	4	111	18	46	0	3	67	0	0	0	1	1	276
08:45 AM	0	73	19	2	94	75	0	11	0	86	8	61	0	4	73	0	0	0	2	2	255
Total	0	283	108	4	395	255	0	64	6	325	43	194	0	10	247	0	0	0	3	3	970
09:00 AM	0	77	17	0	94	63	0	9	0	72	4	63	0	3	70	0	0	0	1	1	237
09:15 AM	0	59	16	2	77	38	0	5	0	43	3	37	0	3	43	0	0	0	2	2	165
09:30 AM ** BREAK *	0	60	19	1	80	17	0	8	1	26	2	50	0	1	53	0	0	0	1	1	160
Total	0	196	52	3	251	118	0	22	1	141	9	150	0	7	166	0	0	0	4	4	562
** BREAK *	**																				
03:00 PM	0	62	37	1	100	14	0	11	0	25	9	57	0	0	66	0	0	0	2	2	193
03:15 PM	0	64	26	5	95	31	0	9	3	43	10	73	0	3	86	0	0	0	4	4	228
03:30 PM	0	73	23	1	97	36	0	14	0	50	9	83	0	0	92	0	0	0	2	2	241
03:45 PM	0	86	38	2	126	33	0	12	0	45	10	85	0	3	98	Ō	0	0	3	3	272
Total	0	285	124	9	418	114	0	46	3	163	38	298	0	6	342	0	0	ō	11	11	934
04:00 PM	0	68	53	2	123	24	0	15	1	40	15	79	0	5	99	0	0	0	4	4	266
04:15 PM	0	61	42	2	105	22	0	4	0	26	5	67	0	2	74	0	0	0	0	0	205
04:30 PM	0	53	40	3	96	23	0	6	0	29	9	77	0	1	87	0	0	0	0	0	212
04:45 PM	0	74	38	8	120	31	0	12	0	43	10	82	0	1	93	0	0	0	2	2	258
Total	0	256	173	15	444	100	0	37	1	138	39	305	0	9	353	0	0	0	6	6	941
05:00 PM	0	65	53	4	122	23	0	13	1	37	9	81	0	5	95	0	0	0	4	4	258
05:15 PM	0	76	52	4	132	30	0	15	0	45	8	67	0	0	75	0	0	0	1	1	253
05:30 PM	0	61	39	2	102	21	0	6	0	27	13	89	0	3	105	0	0	0	3	3	237
05:45 PM	0	56	44	2	102	_30	0	6	0	36	10	65	0	1	76	0	0	0	1	1	215
Total	0	258	188	12	458	104	0	40	1	145	40	302	O	9	351	0	0	0	9	9	963
06:00 PM	0	55	29	5	89	21	0	11	0	32	4	63	0	6	73	0	0	0	4	4	198
06:15 PM	0	48	26	1	75	14	0	5	0	19	5	47	Ō	1	53	Ö	ő	ő	1	1	148
06:30 PM	0	33	23	2	58	16	0	2	0	18	4	48	0	0	52	ŏ	ő	ő	î	i	129
Grand Total	0	1850	808	51	2709	969	ŏ	261	20	1250	221	1700	ŏ	52	1973	ő	ő	Ö	48	48	5980
Appreh %	ő	68.3	29.8	1.9	0,	77.5	0	20.9	1.6		11.2	86.2	0	2.6	.,,,	0	0	0	100	70	2700
Total %	ő	30.9	13.5	0.9	45.3	16.2	0	4.4	0.3	20.9	3.7	28.4	0	0.9	33	0	0	0	0.8	0.8	
Unshifted	0	1811	796	51	2658	960	0	254	20	1234	214	1648	0	52	1914	0	0	0	48	48	5854
% Unshifted	0	97.9	98.5	100	98.1	99.1	0	97.3	100	98.7	96.8	96.9	0	100	97	0	0	0	100	100	97.9
leavy Vehicles	0	39	12	0	51	9	0	7	0	16	7	52	0	0	59	0	0	0	0	0	126
LILLIES	U	2.1	1.5		• 1 4	,	U	- 1	U	10	- /	24	v	v	22	U	v	v	U	v	140



Town/City: Amherst, MA

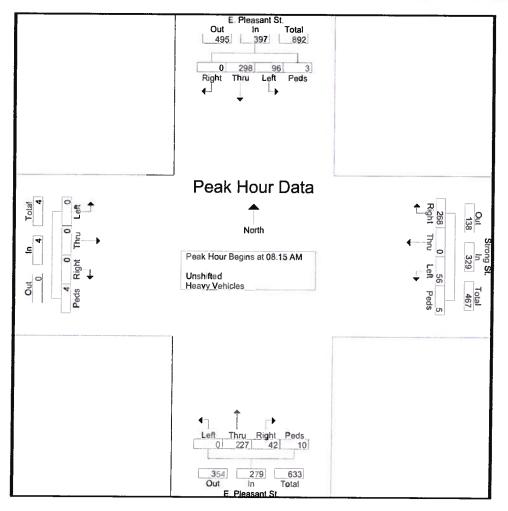
Location: E. Pleasant St. at Strong St.

Weather: Cold, Cloudy

File Name: 451208\_E. Pleasant St @ Strong St

Site Code : 451208 Start Date : 11/12/2013

			leasan uthbou		,			trong S estbou					leasan orthbou				E	astbou	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour An	alysis F	rom 06	:00 AM	to 11:	45 AM -	Peak 1 c	of I										4			1 197	
Peak Hour for	Entire 1	ntersec	tion Be	gins at	08:15 AN	M															
08:15 AM	0	75	36	<u> </u>	112	49	0	10	1	60	12	57	0	0	69	0	0	0	0	0	241
08:30 AM	0	73	24	0	97	81	0	26	4	111	18	46	0	3	67	ő	Ö	ő	ĭ	1	276
08:45 AM	0	73	19	2	94	75	0	11	0	86	8	61	0	4	73	Ö	ő	Õ	,	,	255
09:00 AM	0	77	17	0	94	63	0	9	0	72	4	63	0	3	70	ő	ő	0	1	ī	237
Total Volume	0	298	96	3	397	268	0	56	5	329	42	227	0	10	279	0	0	0	4	4	1009
% App. Total	0	75.1	24.2	0.8		81.5	0	17	1.5		15.1	81.4	0	3.6	-17	0	ő	0	100		1009
PHF	.000	.968	.667	.375	.886	.827	.000	.538	.313	.741	.583	.901	.000	.625	.955	.000	.000	.000	.500	.500	.914





Town/City: Amherst, MA

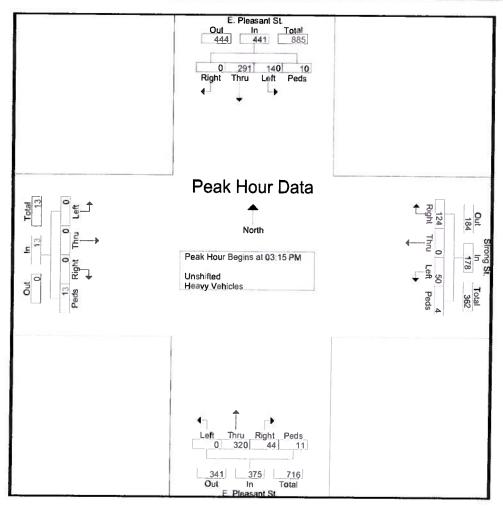
Location: E. Pleasant St. at Strong St.

Weather: Cold, Cloudy

File Name: 451208\_E. Pleasant St @ Strong St

Site Code : 451208 Start Date : 11/12/2013

			leasan uthbou					trong S estbou					leasan erthbo				E:	astbou	nd		
Start Time	Rig ht	Thr u	Left	Ped s	App Total	Rig ht	Thr u	Left	Ped s	App Total	Right	Thr u	Left	Peds	App. Total	Right	Thr	Left	Peds	App. Istal	In: Total
Peak Hour Ana	ilysis Fi	rom 12	:00 PM	to 06:1	5 PM - P	eak 1 of	1					-				- 3			r:	E .	1
Peak Hour for	Entire I	ntersec	tion Be	gins at	03:15 PM	1															
03:15 PM	0	64	26	5	95	31	0	9	3	43	10	73	0	3	86	0	0	0	4	4	228
03:30 PM	0	73	23	1	97	36	0	14	0	50	9	83	0	0	92	ő	ő	0	2	2	241
03:45 PM	0	86	38	2	126	33	0	12	0	45	10	85	0	3	98	ő	0	0	3	2	271
04:00 PM	0	68	53	2	123	24	0	15	1	40	15	79	0	5	99	ő	- 0	0	4	1	266
Total Volume	0	291	140	10	441	124	0	50	4	178	44	320	0	11	375	0	0	0	13	13	1007
% App. Totai	0	66	31.7	2.3		69.7	0	28,1	2.2	•1100	11.7	85.3	0	2.9	373	0	0	0	100	15	1007
PHF	.000	.846	.660	,500	.875	.861	.000	833	.333	,890	.733	.941	.000	.550	.947	.000	.000	.000	.813	.813	.926



North Pleasant Street at Pine Street/Meadow Street





## **Innovative Data, LLC**

50 Alden Avenue Belchertown, Massachusetts www.datayourequested.com or 1.413.668.5094

N/S: Montague Rd / N. Pleasant St File Name: AM - Montague & N. Pleasant @ Meadow & Pine

E/W: Meadow St / Pine St Site Code : 88888888 City, State: North Amherst, MA Start Date : 12/9/2010

Client: Cowls Page No : 1

Groups Printed- Passenger Cars and Peds - HVs - Bikes

		Montag From I				Pine From			1	N. Pieas From S				Meade From			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	int. Total
07:00 AM	11	26	19	0	22	18	4	1	2	13	3	1	6	9	12	0	147
07:15 AM	20	51	31	0	35	32	4	1	2	12	3	0	5	14	9	0	219
07:30 AM	30	64	33	0	47	42	5	0	6	12	6	0	16	15	12	0	288
07:45 AM	39	91	35	0	43	34	6	0	3	17	9	0	11	12	16	0	316
Total	100	232	118	0	147	126	19	2	13	54	21	1	38	50	49	0	970
08:00 AM	28	71	38	1	26	35	1	1	4	20	11	0	12	13	22	0	283
08:15 AM	41	61	41	4	34	40	5	5	1	15	7	2	12	17	15	1	301
08:30 AM	38	82	39	1	35	42	5	7	2	18	9	0	14	12	20	0	324
08:45 AM	37	94	24	1	29	28	7	3	1	29	9	1	16	13	18	4	314
Total	144	308	142	7	124	145	18	16	8	82	36	3	54	55	75	5	1222
Grand Total	244	540	260	7	271	271	37	18	21	136	57	4	92	105	124	5	2192
Apprch %	23.2	51.4	24.7	0.7	45.4	45.4	6.2	3	9.6	62.4	26.1	1.8	28.2	32.2	38	1.5	
Total %	11.1	24.6	11.9	0.3	12.4	12.4	1.7	0.8	1	6.2	2.6	0.2	4.2	4.8	5.7	0.2	
Passenger Cars and Pads	241	522	248	7	262	264	33	17	16	121	47	4	79	96	118	5	2080
% Presenger Cars and Peds	98.8	96.7	95.4	100	96.7	97.4	89.2	94.4	76.2	89	82.5	100	85.9	91.4	95.2	100	94.9
HVs	3	16	12	0	9	6	4	0	5	15	10	0	13	9	6	0	108
% HVs	1.2	3	4.6	0	3.3	2.2	10.8	0	23.8	11	17.5	0	14.1	8.6	4.8	0	4.9
Bikes	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
% Bikes	0	0.4	0	0	0	0.4	0	5.6	0	0	0	0	0	Ö	0	0	0.2

			ntagu om N	-				Pine : rom E					Pleasa om S	ant St				eadov om W			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Tota
Peak Hour A	nalysi	s Fron	n 07:0	O AM to	08:45	AM - I	Peak 1	of 1										1,00-90,010			
Peak Hour fo	or Enti	re Inte	rsection	n Begi	ns at 0	7:45 A	М														
07:45 AM	39	91	35	o o	165	43	34	6	0	83	3	17	9	0	29	11	12	16	0	39	316
08:00 AM	28	71	38	1	138	26	35	1	1	63	4	20	11	0	35	12	13	22	0	47	283
08:15 AM	41	61	41	4	147	34	40	5	5	84	1	15	7	2	25	12	17	15	1	45	301
08:30 AM	38	82	39	1	160	35	42	5	7	89	2	18	9	0	29	14	12	20	0	46	324
Total Volume	146	305	153	6	610	138	151	17	13	319	10	70	36	2	118	49	54	73	1	177	1224
% App. Total	23.9	50	25.1	1		43.3	47.3	5.3	4.1		8.5	59.3	30.5	1.7		27.7	30.5	41.2	0.6		
PHF	.890	.838	.933	.375	.924	.802	.899	.708	.464	.896	.625	.875	.818	.250	.843	.875	.794	.830	.250	.941	.944



## **Innovative Data, LLC**

50 Alden Avenue Belchertown, Massachusetts www.datayourequested.com or 1.413.668.5094

N/S: Montague Rd / N. Pleasant St File Name: PM - Montague & N. Pleasant St @ Meadow & Pine

E/W: Meadow St / Pine St Site Code : 00009999 City, State: North Amherst, MA Start Date : 12/8/2010

Client: Cowls Page No : 1

Groups Printed- Passenger Cars and Peds - HVs - Bikes

					roups r			nger C	ars and			SINGS					F1
Montague Rd From North			Pine St From East				N. Pleasnt St From South				Meadow St From West						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	28	38	29	0	34	33	3	0	11	70	20	0	26	34	44	0	370
04:15 PM	28	40	36	1	39	20	7	2	4	53	21	0	32	38	48	1	370
04:30 PM	31	34	24	0	26	39	3	5	3	57	19	0	26	37	41	0	345
04:45 PM	33	40	45	1	32	27	6	4	5	68	22	0	29	45	46	0	403
Total	120	152	134	2	131	119	19	11	23	248	82	0	113	154	179	1	1488
05:00 PM	36	39	36	0	38	19	6	3	6	64	23	1	27	39	58	0	395
05:15 PM	29	38	30	0	42	21	7	2	7	78	27	1	21	35	39	3	380
05:30 PM	27	37	44	2	23	15	3	4	10	65	24	0	36	47	34	0	371
05:45 PM	30	44	28	1	25	17	5	1	6	41	32	0	24	35	58	0	347
Total	122	158	138	3	128	72	21	10	29	248	106	2	108	156	189	3	1493
Grand Total	242	310	272	5	259	191	40	21	52	496	188	2	221	310	368	4	2981
Apprch %	29.2	37.4	32.8	0.6	50.7	37.4	7.8	4.1	7	67.2	25.5	0.3	24.5	34.3	40.8	0.4	
Total %	8.1	10.4	9.1	0.2	8.7	6.4	1.3	0.7	1.7	16.6	6.3	0.1	7.4	10.4	12.3	0.1	
Passenger Cars and Peds	239	307	270	4	258	190	39	21	51	488	179	2	213	308	362	4	2935
% Passenger Cars and Pads	98.8	99	99.3	80	99.6	99.5	97.5	100	98.1	98.4	95.2	100	96.4	99.4	98.4	100	98.5
HVs	3	3	2	1	1	1	1	0	1	5	9	0	8	2	6	0	43
% HVs	1.2	1	0.7	20	0.4	0.5	2.5	0	1.9	1	4.8	0	3.6	0.6	1.6	0	1.4
Bikes	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
% Bikes	0	0	0	0	0	0	0	0	0	0.6	0	0	0	0	0	0	0.1

			ntagu om N				F	Pine : rom E					Pleas			Meadow St From West				⊭ Int Total	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Yoral	Right Thru Left Peds Age To		App Total			
Peak Hour A	nalysi	s Fron	n 04:0	0 PM to	05:45	PM - I	Peak 1	of 1							and the same	-					
Peak Hour fo	or Enti	re Inte	rsection	n Beg	ins at 0	4:45 P	M														
04:45 PM	33	40	45	1	119	32	27	6	4	69	5	68	22	0	95	29	45	46	0	120	403
05:00 PM	36	39	36	0	111	38	19	6	3	66	6	64	23	1	94	27	39	58	ō	124	395
05:15 PM	29	38	30	0	97	42	21	7	2	72	7	78	27	1	113	21	35	39	3	98	380
05:30 PM	27	37	44	2	110	23	15	3	4	45	10	65	24	0	99	36	47	34	ō	117	371
Total Volume	125	154	155	3	437	135	82	22	13	252	28	275	96	2	401	113	166	177	3	459	1549
% App. Total	28.6	35.2	35.5	0.7		53.6	32.5	8.7	5.2		7	68.6	23.9	0.5		24.6	36.2	38.6	0.7	.00	.310
PHF	.868	.963	.861	.375	.918	.804	.759	.786	.813	.875	.700	.881	.889	.500	.887	.785	.883	.763	.250	.925	.961

#### **Traffic Crash Data**

### January, 2011 to December, 2013

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street



**Retreat Amherst** 

### **Summary Accident Data**

Intersection	2011	Year 2012	Total	Average per Year	
			2013	Total	per rear
Henry St. at Pine St.	0	0	0	0	0
Bridge St. at Market Hill Rd.	1	0	0	1	1
Bridge St. at Pine St.	2	o	1	3	1
E. Pleasant St. at Pine St.	7	3	4	14	5
E. Pleasant St. at Eastman Ln.	9	2	1	12	4
E. Pleasant St. at Strong St.	4	1	7	12	4
N. Pleasant St. at Pine St.	5	8	7	20	7
	28	14	20	62	



## Amherst Police Department Call Number Printed: 04/02/2014

For Date: 02/14/2011 - Monday

Call Number Tir	ne Call Reason Action	Priority	Dublicate
11-2931 11 Call Taker: Location/Address: Party Entered By:	911 - M V Crash P D Services Rendered 985 - Pronovost, Jessica (AMH 5365) BRIDGE/PINE - 474 PINE ST 02/14/2011 1143 985 - Pronovost, Jessica	1	8 G
Calling Party:     Post:  Vehicle Entered By:     Modified By:     Vehicle:     Operator:	Disp-11;41:33 Arvd-11:49:28 Clrd-12:01:04 02/14/2011 1158 977 - Curtin, Michael 02/14/2011 1159 977 - Curtin, Michael	, il	£
Owner: Vehicle Entered By: Vehicle: Operator:	02/14/2011 1159 985 - Pronovost, Jessica		\$6 \$1
Owner: Narrative:	02/14/2011 1141 Pronovost, Jessica RP advises of a MVA,		6
Narrative:	Accident involving listed vehicles. Minor bumper damage to		9
, 8 8 8	both vehicles. V1 entering intersection slowly to see around snow bank did not see vehicle coming. ok 59	16 1	<u>.</u>

## Amherst Police Department Call Number Printed: 04/02/2014

For Date: 02/20/2011 - Sunday

Call Number Tim	ne Call Reason	Action		Priority	Duplicate
11-3359 125		Services	Rendered	1	50
Call Taker: Location/Address: Party Entered By:	977 - Curtin, Michael [AMH 2991] PINE/EAST PLEASANT 02/20/2011 1255 977 - Curtin,	Michael	SE:	•	
Modified By: Calling Party:	02/20/2011 1259 977 - Curtin,	Michael		#11 II	
Post:	2501 Jackson, Grenn Disp-12:55:45	Arvd-12:55:47	Clrd-12:55:48		•
Vehicle Entered By: Modified By: Vehicle:		Michael	•		
Operator:	· ·	· ••			£i
Owner: Vehicle Entered By: Vehicle: Owner:	02/20/2011 1254 977 - Curtin,	Michael			
Narrative:	02/20/2011 1252 Curtin, Micha RP reports that approx 10 minute off of EP onto Pine, RP unable t other operator didn't notice or	s ago MA REG' o stop in time l	pulled oumped rear, ued on, no	×	© 6
\$2 (\$0)	damage.				

## Amherst Police Department Call Number Printed: 04/02/2014

For Date: 03/03/2011 - Thursday

Priority Duplicate Action Call Reason Call Number Time CALL CANCELLED Phone - M V Crash P D . 1603 11-4117 Call Taker: 999 - Kinnas, Carly [AMH 5367] EAST PLEASANT/PINE - 406 PINE ST Location/Address: 03/03/2011 1607 999 - Kinnas, Carly Party Entered By: Calling Party: Post: Clrd-16:05:03 Disp-16:04:15 3TE1 Feliciano, Felipe Post: Clrd-16:08:12 Disp-16:05:00 998 - Del Pozzo, Scott 03/03/2011 1609 999 - Kinnas, Carly Cleared By: Vehicle Entered By: 03/03/2011 1608 999 - Kinnas, Carly Modified By: Vehicle: Owner: 03/03/2011 1607 Del Pozzo, Scott Narrative: Rp calling back to report that the vehicle is no longer stuck and has left the scene. 03/03/2011 1608 Kinnas, Carly Narrative: RP reports listed vehicle is off the road and up on a snowbank.

03/03/2011 1608 Feliciano, Felipe Narrative:

OK ID 101

## Amherst Police Department Call Number Printed: 04/03/2014

For Date: 05/13/2011 - Friday

Owner:

Call Number Tim	e Call Reason	Action	Priority	Duplicate
Call Taker:  Call Taker:  Location/Address:  Initiated By:  Party Entered By:  Involved Party:	3 Initiated - M V Crash P D 999 - Kinnas, Carly [AMH 2770] EAST PLEASANT/STRO 2SA12 - O' Connor, Robert 05/13/2011 1541 999 - Kinnas,		1	
Party Entered By: Involved Party:	05/13/2011 1541 999 - Kinnas,	Carly		
Party Entered By: Involved Party:	05/13/2011 1541 999 - Kinnas,	Carly		
Post:	2SA12 O' Connor, Robert	Arvd-15:33:00 Clrd-15:34:54		
Post: Vehicle Entered By: Modified By: Vehicle: Operator:	211 Gallagher, Scott Disp-15:34:10 05/13/2011 1537 999 - Kinnas, 05/13/2011 1540 999 - Kinnas,	Carly		8
•	• • • •	· · · · ·		
Owner: Vehicle Entered By: Modified By: Vehicle: Operator:	05/13/2011 1537 999 - Kinnas 05/13/2011 1540 999 - Kinnas	, Carly , Carly		•
Owner: Vehicle Entered By: Modified By: Vehicle: Operator:	05/13/2011 1537 999 - Kinnas 05/13/2011 1540 999 - Kinnas	, Carly , Carly		

Narrative: 05/13/2011 1535 Kinnas, Carly
ID31 reports a MVC near listed location - no injuries.

Narrative: 05/13/2011 1549 Gallagher, Scott Minor damage, info. exchanged. OK 105

Page: 1

Amherst Police Department Call Number Printed: 04/02/2014

For Date: 06/16/2011 - Thursday

Call Number Time Call Reason Action Priority Duplicate

11-11257 1610 Phone - M V Crash P D Services Rendered . 1

Call Taker: 1000 - Rushford, Jason
Location/Address: [AMH 2991] PINE/EAST PLEASANT - 406 PINE ST
Party Entered By: 06/16/2011 1613 1000 - Rushford, Jason

Modified By: 06/16/2011 1620 1000 - Rushford, Jason

Calling Party:

Party Entered By: 06/16/2011 1025 1000.- Rushford, Jason

Involved Party:

Post:

Disp-16:11:13 Arvd-16:18:08 Clrd-16:23:54
Wehicle Entered By: 06/16/2011 1620 1000 - Rushford, Jason

Vehicle:

Operator:

Owner: 06/16/2011 1612 Rushford, Jason

RP reports striking a dog near location, dog is deceased.

Narrative: 06/16/2011 1627 Gallagher, Scott

! was visiting her friend in the area when her dog got away from her and ran into the roadway. Party swerved to

avoid dog and was unsuccessful. Dog is deceased and is bringing it home to burry it. OK 105

For Date: 10/20/2011 - Thursday

Call Number	Time	Call Reaso	<u>n</u>		Action		Priority	Duplicate
11-19771 Cáll Ta	0849	911 - M V 981 - Worth		lam	Services	Rendered	1	
Location/Addre Party Entered Modified Calling Par	ess: By: By:		EAST PLEAS 0858 983 -	SANT/PINE - - Chudzik,		A		
Pč	ost:	212 Jackso	•					
		Disp-08:50:		• -		Clrd-09:17:36		
Vehicle Entered		10/20/2011				· ·		
Modified		10/20/2011	0916 981 -	<ul> <li>Worthley,</li> </ul>	William			
Vehic				•		-		
Operat	tor:							
<b>A</b>					-101			
	ner:	10/20/2011	0012 001	Wanth Lass	W4314			
Vehicle Entered		10/20/2011						
· Modified Vehic		10/20/2011	0317 361 -	. MOLCUIEA'	MITITUM			*
Operat								
Operat	LOI.						•	
Owr	ner:							
Vehicle Entered		10/20/2011	0916 981 -	Worthlev,	William			
Vehic				:::				
Operat	tor:							÷
_								
•	ner:					12-1229		
Narrati	ive:	10/20/2011	0850 Worth	ıley, Willi	.am			

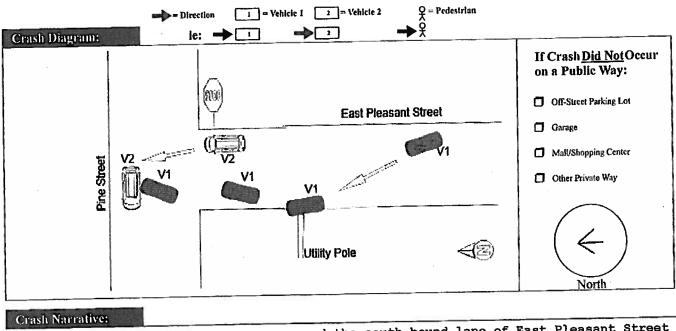
RP reports a minor MVC, three cars,

Narrative: 10/20/2011 1204 Daly, Brian Ok

		Com	monwealth (	of Massa	chuse	tts				]
	Date of Crash Time of Crash Cit 01/01/2011 1703 Amhers	y/Town 3 <b>t</b>	Motor Veh	icle Cras Report		mber Number injured	Lat	0	State Police Local Police MBTA Police Other.	
	24HR AT INTERSECTION	J.		TION >			T INTER	SECT		1
	ATINIERSECTION	(;	Loca	THE STATE OF THE S						2 9
	EAST PLEA		<u> </u>	<u> </u>	on Addre		Name of	Roadway	u/Street	
4	Route# Direction Na	me of Roadway/S	treet	Route# Directi		- 1	Name of	- Kondino)	170.000	2 10
	EASTMAN L	N	*	Feet [	V S E W	of — — Mile i	• ∕larker	or	Exit Number	
	Route# Direction Name of	Intersecting Road so at Intersection		Feet [	SEW					7
2	A.	30 at intersection	wim		NSEW	Route#	Inters	ecting Ro	adway/Street	3 11
21	Route# Direction Name of	Intersecting Road	lway/Street	3			L	andmark		<u> </u>
3	Please Select One Vehicle 11 #O	counants D Hi	t/Run Moped			11-	2-AC			
	of the Following:		,,,						Chata	1
	License # St	DOB/Age	Reg			Reg T			Config. 1 20	1
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42	Operator		Middle Over	•	·····	- Tank		Midi	l'e	1 "
L	Address		Add				State	7/	5	
	City State	_ Zip.	· _ City			21		Zip <u>k</u>	Circle Up to Three)	1
	Insurance Compan;			cle Action Prior to		1 1 2 Q		3 Code: (t	4	
52	Vehicle Travel Direction: NXEW	Responding to Em		nt Sequence 1	1 23	250.5	$\bigcap$	[/] `	0 None 10 Undercarriag	ze
L	Citation # (If Issued)			t Hamful Event	<u> </u>	24 24	<b> ←</b>	킴	3 11 Totaled	
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61				erride/Override	1 25	Towed 1 27 28 2	9 30 31	32	33	1 13
	Please fill out for operator	and all occupants	involved Address	DOB/Age	Set Pos.	Safety Airbeg Ai System Status Su	tag Best Tra- inch Code Cod	Status	rensp. Code Medical Feelity	_l1 ''
٠	Operator		See Above			1 1 1	0 0	5 1	<u> </u>	
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				+						7
73	Note that the state of the stat			14	15	16		7		1
3	of the Following: Vehicle 22 #0	Occupants N	on-Motorist A Type	Action	Location	Co	ndition	-	lit/Run Moped	<u>'</u>
	License # St	DOB/Age :		# 1		Reg T	)ype	Re	g State.	- 1
	Sex Lic. Class C Lic. Rest	rictions 1 19	CDL Veh	Year	Veh M	ake <u></u>		Veh (	Config. 1	
81	Operator for From			ner.	Ast —	Fint	-	Mid	.Se	- [
Ė	Address			lres:		<u> </u>				- [
	City State	Zi <sub>l</sub>	City	,	-		State	Zip		-
	Insurance Company		Veh	icle Action Prior to	Crash	1 21		ea Code: (	Circle Up to Three)	
	Vehicle Travel Direction: NSWW	Responding to En	nergency? 2 Eve	nt Sequence 1	22 22	22 22		ÍT	0 None	11
	Citation # (If Issued,		Мо	st Harmful Event	1 23	1	<b>←</b>	2	5 10 Undercarria	ge
	Viol. 1: Ch/Sec/Sub 09 ,9 Viol	l. 2: Ch/Sec/Sub	/ Dri	ver Contributing Co	de 3	24 24			97 Other 99 Unknown	
		I. 4: Ch/Sec/Sub		demide/Override	1 25	Towed 1				1
	Please fill out for operator/non-m	otorist and all occ	rupants involved	DOB/Agt	Sex Pos.	27 28 Safety Airbag A System Status St	rbeg Eject Tra- ritch Code Cod	o Injury 1	Imerap. Code Medical Facility:	
	Name (Last First Middle)  Operator/Non-Motorist	F	See Above			1 4 9		5 1	1	
		3561 THURBER I	124	02/04/1989	F 3	1 4 9	9 0 0	5 1	1	
	VICTORIA HALLIE	SANTA CRUE, C	A 95050	12,00,233	$\vdash$		++	+		-
							+-	1-1	-	-
	* *									

→	>= Direction 1	= Vehicle 1 1	= Vehicle 2	옷 = Pedestri		
Crash Diagram:	ie: 👈 🔟	<b>→</b>	] ->	<u> </u>		
> = cover and light post hole	Ŷ	Eastman LN	•	,		ash <u>Did Not</u> Occur Public Way:
	A				<b>□</b> 0	F-Street Parking Lot
	(STEEP)	· Z		•		urage
		<u>a</u> ) <=			ПΜ	all/Shopping Center
					0 0	her Private Way
East Pleasant St	$\Diamond$					$\rightarrow$
Diagram 1: Collision	-					North
Crash Navrative:		raveling sl	on East P	T.easant	St. V2.	, Op by
V1 , Op by						tion, stop sign
, was trave.	TO MAIL OR	readuen hi	anded on SE	corner	of East Ple	asant and
and collided with VI Tilson Farm Rd. V2 la	, vz rolled o	owned cover	and hole	dug for	street ligh	t. Cover was
		etated ti	at he coul	d not s	ee the stop	sign at Eastmar
damaged. DPW contacted In. After collision V						
In. After collision V.	L was racing	, RB, Oppos	STLE HIS GI	Both	Veh towed by	·AT.
		· 3 · · · · · · · · · · · · · · · · · ·	+ -+			
was issued a citation	for 89/9 Fa	liure to s	cop at scop	sign.	pcop big. i	
visible from Eastman.					.524	7007
			2/1			
Witnesses:	343	G			Phone #	Stateme
Name (Last, First, Middle)		Address			ruçae »	
•		<u> </u>			·	
			E-1			
Property Damage:	Address		Phone #	34-Type	Description of Damage	i Property
Owner (Last, Pirst, Middle)	S PLEASANT ST AM	HERST MA 01002		18. S.X		E DUG FOR LIGHTPO
AMHERST DPW						· · · · · · · · · · · · · · · · · · ·
					·	· · · · · · · · · · · · · · · · · · ·
Truck and Bus Information:	Registration #		(From Vehic		Carrier Issuing Aut	aprity Code
Carrier Name		43	City		St	
Address	State Number		_ Issuing State			Interstate
US DOT #:  Cargo Body Type Code  Gro		. 38		•		30,500
Trailer Reg #:	Reg Type	Reg State	Reg Year	Tra	ller Length	
Hezmat Information:	41			Material 4 di	git#	Release code
Placard Material 1 digit #	MAKHA NA					- Page 2
Patrol Officer Yvonne M F	eliciano Signature			nherst l	Police Depar	
		9720	D/Badge # Deg			

				Com	monweal	th o	f Massa	ichi	uset	ts							
	Date of Crash	Time of Crash		City/Town	Motor '	Vehi	cle Cra	sh	Num		lumber njured	Speed I	.imit_		State Police Local Police	ce 🖾	
	01/10/2011	1546 24HR	Amhe	rst	Poli	ice R	eport	35	2	0		Lar Lon			MBTA Po Other:	lice 🔲	
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<u>,                                    </u>				Name of Roadway/S	treet	-	Route# Direct		406 Addres		PINE			oadway	/Street		10
11	Route# Dire	ction		At At	nucci			-			*						2 "
						-	Feet	NS	E W o	of —	Mile Ma	— • rker		ог	Exit Num	ber	
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				Also at Intersection	with	. 1		NS		Re	oute#	- I	ntersec	ting Ros	dway/Stre	et	_ []
<sup>2</sup> 1	Route# Dire	ection	Nam	e of Intersecting Road	lway/Street	-	rect	Mal	5 4 10	· —			Lan	dmark			3
	MANUFACTURE STORY	R. 600 A				4	Т			٦.		7		MBark	)		
3	Please Select of the Pollow	One Vehic	:le 12	#Occupants H	t∕Run   ∐ M	oped				<u> </u>	1-6						
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	Cit		State	_ 21		-	Action Prior to	Crash	6	21	D	amaged	Агеа	Code: (C	ircle Up to	Three)	- 58
	Insurance Com							22 22		22 2	4		3		3		
5	Vehicle Travel	Direction:	SEW	Responding to Em	ergency r			22	23				وا			ercarriage	
	Citation # (If Is	ssued,					Iarmful Event	L		14	24	<b>←</b>	廾		3 11 Tota 97 Oth		
	Viol, 1: Ch/Sec	c/Sub —		Viol. 2: Ch/Sec/Sub			Contributing Co	1,149	21	11 (22)			7	) L	6 99 Unk	TOWN	6
<sup>6</sup> 1	Viol. 3: Ch/Sec			Viol. 4: Ch/Sec/Sub -		Unden	ride/Override	1	26	Towed_	0.0	30	31	32	33		127
	Name (Last First		ut for opera	tor and all occupants	involved Address		DOB/Age	Set	Seat	Safety Al Systems St	otag Airteg ann Switch	Eject	Trap Code	Injury It	· mon	al Facility	22 <sup>13</sup>
	Twant Carrier	Operator			See Above					99 3	1	0	0	5 1			
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			20071	4				<u>.                                    </u>									
11	Please Select	One Veh	icle 21	#Occupants N	on-Motorist A	Гуре	14 Action	15	ocation	•	Condi	tion	17	П Н	/Run	Moped	ě
L	of the Fallon	ying:		2024		Reg#					Reg Typ			Reg	State		
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	Cit		State	e. Zip _		City		<del></del>	7	21	3	-	z	•			
	Insurance Con	npany	£*			Vehicl	e Action Prior to	221		1	4 ,	amage	l Area 3		Circle Up to	Three)	
	Vehicle Travel	Direction: N	SEX	Responding to Eu	iergency? 2	Event	Sequence 1	22	1	22 2	]		T	7	0 Non		İ
	Citation # (If I	Issued)		_		Most?	Hannful Event	1	23		1	<b>←</b>	9		3 11 Tota		*
	Viol. 1: Ch/Se	c/Sub ———	<u></u>	Viol. 2: Ch/Sec/Sub	- 1	Drive	Contributing C	ode	1	24	24 8		4	للہ	97 Oth 6 99 Unk		
	Viol. 3: Ch/Se		/	Viol. 4: Ch/Sec/Sub		Under	ride/Override	1	25	Towed_	2°	,	Ų	,			
			operator/no	n-motorist and all occ	upants involved	W. 25" - T	T	T	26 Seci	27 Safety A	28 29 urbag Airba tetus Suido	30 Eject Code	Ji Trap Code	brav Ti	13 razspi. Code Medi	cal Facility	
	Name (Last First	st (AGADa)			Address		DOB/Age	3et		99 4		O	O	5 1	$\neg$		1
	Op	perator/Non-Moto	nist		See Above		1	+			1	-	-				
			-P- 1986N			- 11		_	$\sqcup$			1	_	1			
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	100000000000000000000000000000000000000																
	1			1													- W



					North	
Crash Narrative:						
ne operator of V1					of East Pleasant S	
fore grashing into	a utility p	ole. After	r crashing	into the u	tility pole the veh	icle
out of control a	nd crashed	in V2 who	was attempt	ing to tur	n west on Pine Stre	et. VI
e totaled on arriva	1. V2 suffe	red damage	behind the	driver si	de door. V1 was tow	ed Via
herst Towing. V2 wa	as able to o	rive away.	The operat	or of V1 w	was cited for operat	ing to
ndanger and marked	anes. No ir	juries wer	e reported.		<u>"</u>	
						,
Witnesses:		Address			Phone #	Statement
ame (Last,First,Middle)						
		<del></del>				
	· ·					
Property Damage:		-				
Owner (Last, First, Middle)	Address		Phone #	34-Type De	escription of Damaged Property	
			1			
				NAME OF		
				لحدا		
Truck and Bus Information	Registration #		(From Ve	hicle Section)	_	35
Carrier Name					- Carrier Issuing Authority Code	Tree:
			City		StZip	
Address						36
US DOT #:	State Number		Issuing State	ICC#:	Interstate	
Cargo Body Type Code	iross Vehicle Weight	38				
	Reg Type	Reg State	Reg Year	Trailer	Length 39	
	Keg 1)pe			g		
Hazmat Information:  40 Placard Material 1 digit	41 Material	Name		Material 4 digit	#Release code	42
Patrol Officer Scott E			105	Amherst Po	plice Department 01	/10/2011

ID/Badge #

Police Officer Name (Please Print)

Signature

Department

Precinct/Barracks

Date of Crash 01/17/2011		City/Town Amherst		n of Mass ehicle Cra e Report	ach N	fumber Number Injure		Limit	State Police Cocal Police MBTA Police Other:
	AT INTERS	ECTION:		CATION	>			ERSECT	
					27			easant	
Route# Direc	tion	Name of Roadwa	y/Street	Route# Dire	ction Add	ress #	Nan	ne of Roadway	y/Street
1				Feet	NSEW	of — —	Marker	— or _	Exit Number
Route# Direc	tion	Name of Intersecting Ro			NSEW		Market		LAR PUBLICA
		Also at Intersection	on with		NSEW	_ Route#		ntersecting Ro	adway/Street
Route# Direct	tion	Name of Intersecting Re	padway/Street		Maleli			Landmark	
Please Select C		1 10 10		1		11-	10.		
of the Followin		11_#Occupants							
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Sex _ Lic.	Class D 18	Lic. Restrictions	CDL	Veh Year,	Veh N	fake	_	Veh C	Config. 1
Operator.	inti . t ii	. 1 — 1 / — —		Owner	· · · · · · · · · · · · · · · · · · ·	Fire		Mids	
Address_				Address					
City		State Zir		City	<u></u>		State	Zip <u>J _ </u>	<u> </u>
Insurance Comp	any.			Vehicle Action Prior	to Crash	2 21			Circle Up to Three)
Vehicle Travel D	Direction: S	E W Responding to F	mergency? 2	Event Sequence 1	22 22	22 22	·		(4) \ 0 None
Citation # (If Iss	ued)		1	Most Harmful Event	1 23		4	回	5 10 Undercarriage
Viol. 1: Ch/Sec/	Sub/	Viol. 2: Ch/Sec/Sub	11	Driver Contributing	Code 1	24 24		7 1 1 1	97 Other  Output  Outp
-1		Viol. 4: Ch/Sec/Sub		Indemide/Override	1 25	Towed 1	8	7	(i)
	A Charles and Char	or operator and all occupan			26 Scat	27 18 Safety Airbag System States	29 10 Airbag Eject Smitch Code	Trap Injury Tr	33 ransp.
Name (Last First M			Address	DOB/Ago	Sex Pos.			Code Sums C	Code Medical Facility
	Operator		See Above .		-		,,,		
						$\square$	-	-	
Please Select ( of the Followi		2.1 #Occupants	Non-Motorist A Type	14 Action	15 Locat	ion 16 C	ondition	17 🔾 н	lt/Run 🔲 Moped
License #.		_St_ DOB/Age.	1 a	Reg#		Reg	Type_		State. 20
Sex Lic.	Class D 18	Lic. Restrictions	CDL	Veh Year	Veh N	fake		Veh C	Config. 1
Operator	Last	First	Middle	Owner		p)	40	Midd	ie ·
Addres		•		Address			_		
Ci .	35	State Zip		City		ÿ.	Sta	·y - <del></del>	. × =
Insurance Comp	any		•	Vehicle Action Prior	to Crash			Area Code: (C	Circle Up to Three)
Vehicle Travel E	Direction: XS	E W Responding to E	mergency? 2	Event Sequence 1	22 22	22 22	2)		4 . O None
Citation # (If Iss	ued)	<del></del>	. 1	Most Harmful Evenl	1 23		<b>1</b> )←	道	5 10 Undercarriage 11 Totaled
Viol. 1: Ch/Sec/	Sub/_	Viol. 2: Ch/Sec/Sub	<u> </u>	Oriver Contributing	Code 19			لليك	97 Other 99 Unknown
Viol. 3: Ch/Sec/	Sub/	Viol. 4; Ch/Sec/Sub		Underride/Override	1 25	Towed 2	<u>.</u>	7	v
		rator/non-motorist and all o			26 Seat	27 28 Safety Airbeg / System States 3	29 10 Listus Eject Includ Code	Trap   binay To	13 ensp. Jode Medical Famility
1			Address	DOB/Age	Sct Pos	System States 3	mine / 000	- 30 ms C	COOLEY
Name (Last First M			See Ahove			99 3 1	LO	0 4 2	
Name (Last First M	ator/Non-Motorist		See Above			99 3 1	L O	0 4 2	DICKINSON
Name (Last First M			See Above			99 3 1	0	0 4 2	

	= Direction	1 = Vehicle 1	2 - Vebicle 2	Q = Pedestr	lan		
Crash Diagram:	ie: →	_→[	2	→ 🖁			
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		Str	ong Street		If Crash <u>Did N</u> on a Public W	
		>-,				Off-Street Parkin	ng Lot
					1.	Garage	
		JV1		9		Mall/Shopping C	Center
7		age 1				Other Private Wa	
		일V2   55					"
	1 1	) least					\
		SA SA STREET	ži v	Ć			) '.
		<del>,</del>				North	
Crash Narrative:							T V
1 was stopped at the	crosswalk t	to allow a	pedestri	an to cros	s. The op	erator of	V2
	crashed	into the					
•===	1. L. L. H			1 suffered			
uffered heavy front	end damage.	V1 was to	wed to Er	nies. V2 w	as towed	to Amherst	Towing.
	<del> </del>				·		
							4 4
	• 4		• #				
		•				<u> </u>	
				<del>- 2</del>			
	<del></del>						
Witnesses:				-			
lame (Last,First,Milddle)		Address			Phone#	Colored B Colored	Statemen
• 1		t.					
				<del>*************************************</del>		1	
Property Damage:	•	<u> </u>			<del> </del>		
rroperty Daniage: huner (Last, First, Middle)	Address	(1) - Miles - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Phone #	34-Type	Description of Dan	naged Property	
		W		18.54.1	· · · · · · · · · · · · · · · · · · ·		
			<del> </del>				
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Truck and Bus Information:	Registration #	<del></del>	(From	Vehicle Section)		Г	35
Carrier Name					- Carrier Issuing	Authority Code	
Address			_ City		St	Zip	<del> </del>
US DOT#:	State Number		Issuing State_	ICC #:		Interstate	36
Cargo Body Type Code Gro	oss Vehicle Weight	38				L	4141146 (341)
The state of the s	Reg Type	1722	Reg Yea	Traile	r Length	39	
Haxmat Information:		-			1 16.00	1	
Placard Material 1 digit #	41 Material Nam	ne		Material 4 digit	#	Release code	42
atrol Officer Scott E Ga	llagher		105	Amherst Po	olice Dens	rtment 0	1/17/2011
lice Officer Name (Please Print)	Signature		ID/Badge#	Department	Precinct/Bar		

			7	Con	monw	ealth (	of Massa	chu	ıseti	ts		8	7				
	Date of Crash	Time of Crash	B	ty/Town	7 Mot	or Veh	icle Cra	sh	Numb		: I	Speed I	.imit_	40	State	Police C I Police C A Police C	
	02/04/2011	0134 24HR	Amher	st		Police !	Report		2	0	17	Lon.			Other	R Police L	<u>'</u>
		AT INTER	SECTION	V:	<	LOCA	TION	>		NC	TAT	INT	ERS	ECT	ION:		- 9
					-				3			23					
<sup>1</sup> 4	Route# Dire	EAS!		SANT ST ame of Roadway			Route# Direct	ion	Address	#		Nam	e of R	oadway	y/Street		2 10
-				At			Feet	N S I	E W of	· —			_	or			-∐-
20	Route# Dire	ection	Name o	f Intersecting Ro	adway/Street					- 1	ville Mai	ker	_	-	Exit	Number	†
		ti	A	lso at Intersection	on with		b)	NSI		Ro	ıte#	<u>I</u>	ntersec	ting Ro	adway.	/Street	
<sup>2</sup> 1	Route# Dire	ection	Name o	f Intersecting Ro	adway/Street		Fcct	NSI	E [W] of				Len	lmark			_2
[2			4 110	Jo						11	-3'	7 - 7					
3	Please Select of the Follow	Vehic	le 1 <u>1</u> #0	occupants [	Hit/Run	Moped					-		_			·	=
	License #.	1 -	St	DOB/Age		Reg	#				teg Type	·				. 20	-
	Ser Lio.	Class D	Lic. Rest	rictions 1	CDL	Veh	Year _	v	eh Make	•		_		. Veh C	Config.		12
41	Operator	الما	Fin		), fide	Оw		T qui			First			NS4	Se	030	1 "
	Address.	·		VI		<b></b> .	ress .	-	**		Sta		7				
	City		State_L_	<u>_a_</u> Zip_ <u>v +</u> .	<u> </u>		cle Action Prior to		1	£ 21				-		Up to Three	5
	Insurance Com			Responding to I			at Sequence		22 : 2			<del></del>	3	<u> </u>	4		
5	Vehicle Travel		XEW	Responding to E	mergency ( ==		t Harmful Event	1	23	2 67 14	1	_ `	1		10	None Undercarrie	age
	Citation # (If I		•		•		er Contributing Co	ode	10 <sup>2</sup>	35	24		占	L	07	Totaled Other Unknown	
61	Viol. 1: Ch/Sec			I. 2: Ch/Sec/Sub I. 4: Ch/Sec/Sub			erride/Override			owed_1			7		6 93	Olkhown	
1	Viol. 3: Ch/Se			and all occupan			1	П	Sest S	27 21 latity Air	ng Airteg	30 Eject Code	31 Trap Code	32 Injury Status	JJ Innip.	Medical Facility	1 13
	Name (Last First	(NGddie)		<u> </u>	Adins		DOB/Age	Sex .		ystem Sur	Switch 99	Oode		5 1	Code	Western Little	
		Operator			See Above		-	$\vdash$		-	-	H		十	+		-
								+			+			$\dashv$	$\dashv$		$\dashv$
						4			$\vdash \downarrow$	_	+				$\dashv$	<del> </del>	
_																1	_
72	Please Select		cle 2 <u>1</u> #	Occupants	Non-Motoris	t.A. Type	Action	15 L	ocation		Condi	tion		Ш	lit/Rus	Мор	ed
	License &		St	. DOB/Age		Reg	#				Reg Typ	ε,	_	Rc	g State		-
		c. Class D	18	trictions 1	CDL		Year	,\	/ch Mai					_ Vch (	Config.	1 20	
81	Operate		_ <b></b>		Endorseme	nt Ow	ner	نعم!			Fiet			M64	MDa		-
Ľ	Address	gast	n		Mining	Add	Iress										-1
	City		State ]	Zip.	-	City				21		ate .		ip			-
	Insurance Co	mpany.				Vel	icle Action Prior to			21	_	amage	d Area 3	Code: (	(Circle	Up to Thee	*)
	Vehicle Trave	l Direction: N	XEW	Responding to	Emergency? 2	Eve	nt Sequence 1			22 2			V	1		) None ) Undercarri	iape .
	Citation # (If	Issued) N/A		•			st Harmful Event		23	A	24	<b>—</b>	٩	$\left\langle \right\rangle$	5 11	Totaled	
	Viol. 1: Ch/S	ec/Sub N		ol. 2: Ch/Sec/Sub			ver Contributing C		1		, L	(	7		(G)99	7 Other 9 Unknown	
	Viol. 3: Ch/Se			ol. 4: Ch/Sec/Sul			derride/Override	1 %	26	27 1	2 29	30	31	32	13		-
	Name (Lest Fir	Please fill out for a Middle)	operator/non-r	notorist and all o	Address Address	iveu	DOB/Ags	\$ca	Seat Pos. 2	Safety Air Syraca St	bag Airbe cus Strital	1	Trep Code	Status	Triasp. Code	Madical Facili	<del>y</del> .
	O	perator/Non-Moto	rist		See Above					9 4	99	0	0	5	1		
												_					_
																2 <b>1</b> 0	

Crash Diagram:	ie:	enicie i venicie z	₹ - Fedesin		W2587
	.				n <u>Did Not</u> Occur blic Way:
				Off-Str	set Parking Lot
				Garage	
MV#1		ria.	East Pleasant S	d Mall/Si	ropping Center
		)		Other I	rivate Way
ē.	Eastman Ln	<b>‡2</b>	· ·		North
Crash Narrative:	70 L		·		
W#2 was attempting t					
that she couldn't see and then proceeded.	over the snow	Dank, so she be	agan to pull	1 out into has	Freasant bt.
At this time MV#1 app	proached and str	uck MV#2 in the	right rea	r quarter. This	s caused
damage to the bumper			<del></del>		
		-			
•	1.7				
	MV#2 w	as towed from	he scene.		di .
	•				
<u> </u>					
Witnesses:					
Name (Last, First, Middle)	Add	Iress		Phone #	Statement
				<u> </u>	
	-		*		
Property Damage:					
Owner (Last, First, Middle)	Address	Phone #	. 34-Type	Description of Damaged Pro	perty
			4-10-2		
Truck and Bus Information:	Registration #		Vehicle Section)		969
Canier Name				Carrier Issuing Authority	Code 35
Address		City		St Zi	
	_State Number	Issuing State	ICC #:	Ir	iterstate 36
5.0	oss Vehicle Weight Reg Type	Reg State Reg V.	ar m	39	(6)
Trailer Reg #:	1/10 a 1/10		, 17811	er rengm	
Placard Material 1 digit #	A1 Material Name		Material 4 digi	t#Roles	se code
Patrol Officer Joshua S	Harris	118		olice Departmen	
Police Officer Name (Please Print)	Signature	ID/Badge #	Department	Precinct/Barracks	Date

				Com	monwealth	of Massac	husett	s			7
	Date of Crash	Time of Crash		ity/Town		hicle Cras	h Numbe	Number	Speed Limit_	35 State Police Local Police MBTA Police	
	02/06/2011	2222	Amher	*		e Report	Vehicle 2	s Injured	Lat	MBTA Polic	
		24HR	OFCTIO	Na		CATION >		NOT A	T INTERS	ECTION:	
		AT INTER	SECTIO	N:							2
		EAS!	r PLE?	ASANT ST			n Address #	<del>.</del> ——	Name of R	oadway/Street ·	10
<sup>1</sup> 4	Route# Dire	ction	1	Vame of Roadway/S	Street	Route# Direction			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		2 1
	в ,	EV CI	rman ]			Feet N	S E W of	 Mile M	arker	orExit Number	
	Route# Dire	ection	Name	of Intersecting Road		Free IN	S E W of				
			•	Also at Intersection	with	- X	S E W of	Route#	Intersec	ting Roadway/Street	E 11
<sup>2</sup> 1	Route# Dire	ection	Name	of Intersecting Road	dway/Street	rect [N	13/2/4/01		Lan	lmark	
				— <u> </u>				11_1	3-AC		
3	Please Select of the Follow	One Vehic	le 14#	Occupants H	IVRun 🔲 Mope	ed	-		3-AC		_
CHOIL	License #		St.	_ DOB/Age/	~., 130- E	leg#		Reg Ty	pe	Reg State_	20
	Sex Lic.	. Class D	18 Lic. Res			/eh Year _	Veh Make			Veh Config. 1	
lā .	Operator,		 		Endorsement (	)wner	,. <del></del>	First		Middle	1 12
41	Address.	East .	, F	int		Address.			2		
	City		State_	Zip		City.		s	tate . Zi	p	
1.25	Insurance Com	many		-		Vehicle Action Prior to C	rash 1	0.100	7.0	Code: (Circle Up to	Three)
5	Vehicle Travel		sXw	Responding to En	nergency? 2	Event Sequence 1 2	2 22 22	22 2	$\frac{3}{\sqrt{1}}$	0 None	
	1					Most Hammful Event	1 23	d	<b>←</b> 9	5 10 Unde	rcarriage ed
-	Citation # (If I		15	ol. 2: Ch/Sec/Sub		u Driver Contributing Cod	c 19 24	4 24	V	97 Other 6 99 Unka	r IOWD
61	Viol. 1: Ch/Se			ol. 4: Ch/Sec/Sub		Underride/Override	1 25 To	wed 2	7	6	
1	Viol. 3: Ch/Se			or and all occupants		· T	26 Z Sert Sa	fety Airbas Air	ng Eject   Trop	32 33 Injury Transp. Status Code Medica	al Facility 1
	Name (Last Fire		ut tot operas		Addres	DOB/Ag¢	Sex Pos. Syr	Status Sur	O O	Status Code Medica	il Facility —
		Operator		10 -11 1	See Above		3	1-1-	10 10	<u> </u>	
					, 1			_,], 1.	1 1	· •	
	<del> </del>			r^ =-			1 1	<u> </u>	1-1-	<u> </u>	
	<del></del>			-		1		1 1	1 1		
7_		Appendix .				14	15 Location	16 Cor	dition 17	Hit/Run [	Moped
2	of the Follo		icle 2 <u>2</u>	#Occupants	Non-Motorist A Typ	Action	Location	Col	~ ]		
	License #		St.	_ DOB/Age.		Reg f		Reg T	уре	Reg State	20
	Sex Li	c. Class D	18 Lic. R	estrictions 19	CDL Endorsement	Vch Year	Veh Make		_	_ Veh Config. 1	
81	Operator.	- E			Migage	Owner	est	First		Middle	
Ľ	Address	Last	_	Fust		Address.		म घर			
	City		State	.p		City			State Z	ip_(	
	Insurance Co	mpany.				Vehicle Action Prior to	Crash 4		_	Code: (Circle Up to	Three)
	Vehicle Trave	K-	SEW	Responding to E	mergeocy? 2	Event Sequence	22 22 2	2 22 2		0 Non	
	Citation # (If	£_				Most Harmful Event	1 23	(i	<b>→</b> ] 9	]   Tota	
	İ			rial, 2: Ch/Sec/Sub		Driver Contributing Co	de 1 2		LVI	97 Othe 99 Unk	nown
	Viol. 1; Ch/S			/iol. 4: Ch/Sec/Sub		Underride/Override	1 25 T	owed 1	7	0	
	Viol. 3; Ch/S			-motorist and all oc			Sent S	afety Airtag Ai	29 30 31 rheg Elect Trap ritah Code Code	12 13 Injury Transp Status Code Medic	cal Facility
	Name (Last Fi	ird Middle)			Address	DOB/Age	Sex Pos. 8		O O	5 1	
	0	perator/Non-Moto	orist	<u></u>	See Above			11	<u> </u>		
					· 17 ·			++			
			9 - 15								
	-			1							

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Crash Diagram:	ie: → 1 →	2	▶		
				If Crash <u>Did No</u> on a Public Wa	
	Tilson Farm Road			Off-Street Parking	Lot
		-		☐ Garage	
East Pleasant St	a eigh v	#12		Mali/Shopping Ce	nter
	V#1			Other Private Way	
	Eastman Lane 🗘		€	North	
Crash Narrative:			M. A. Disa	Ch anto Pach	nan Lano:
Vehicle #2 stopped awa	aiting traffic to tur	n left from	East Plea	intersection or	stop
V#1, traveling east begin, and continued st	ound on Eastman Lane	ing at inte	recognize	V#1 subsequently	collided
		THE AC THE	1360010111	THE CONDUCTIONS	
with V#2, while in the	Moderate dam	age was sus	tained to	the driver's side	fender
of V#2. Minor damage					
citation for failure	to stop @ a stop sign	. V#2 was t	owed by Er	nie's Towing.	
01.00	-				
			-		
Witnesses:		¥			
Name (Last, First, Middle)	Address			Phone #	Statement
Whendam and Mark 1994					
Property Damage: Owner (Last, First, Middle)	Address	Phone #	34-Type Des	scription of Damaged Property	
Other (Emily trailing one)					
Truck and Bus Information:	Registration #	(From Vel	uicle Section)		<del></del>
Carrier Name	-		•	- Carrier Issuing Authority Code	35
Address		City		St Zip	
· ·	State Number	Issuing State		Interstate	36
41.00	ss Vehicle Weight			39	
Trailer Reg #:	Reg Type Reg State	Reg Year_	Trailer I	ength	0.000
Hazmat Information:  40 Placard Material 1 digit #	41 Material Name		Material 4 digit #	Release code	42
racard wateriar raight w	F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Patrol Officer Nicholas J	Chandler Signature		Amherst Polepartment		02/07/2011 Pate
Police Officer Name (Please Print)					

1 = Vehicle 1 2 = Vehicle 2

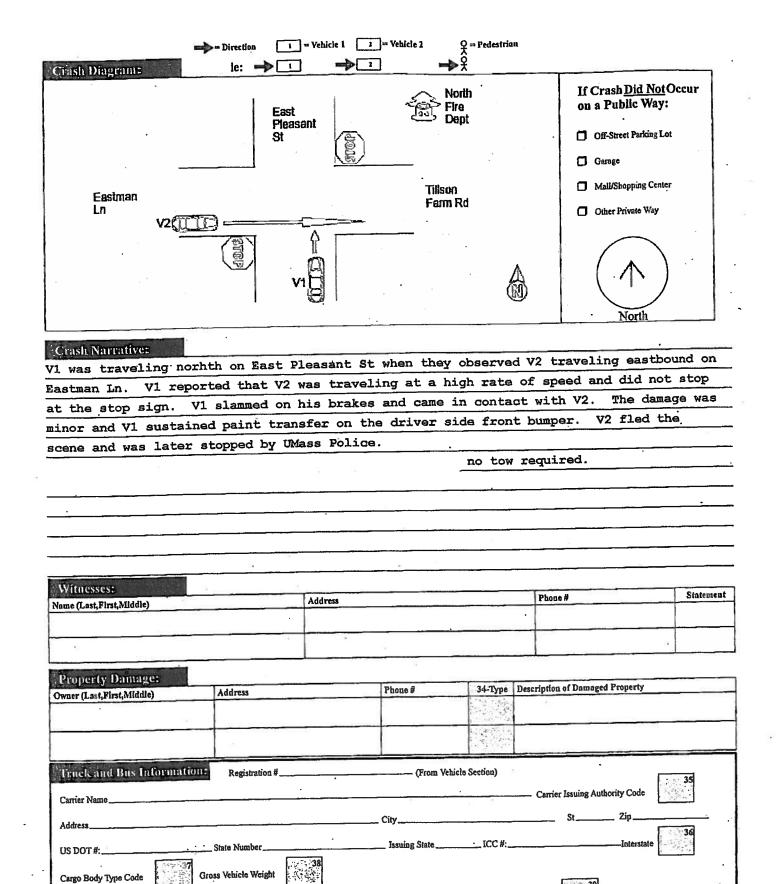
= Direction

우 = Pedestrian

	(64)	Con	ımonwealth	oi Massa	chuse	tts			4	
Date of Crash 02/25/2011		City/fown Amherst	Motor Vel	hicle Cras Report	Sh Nu Vet 2	nber Nun icles Inju	red Lat	Limit	State Loca MB7	Police III
	AT INTERS	ECTION:		Strandstrau Constitution		سلت	Lou LAT IN	rersec		
	AIMIERS	ECTION.	LOC.							
<del>-</del>		PLEASANT ST		Route# Directi	on Addre		Na	me of Roady	vav/Stree	, ——[
Route# Direc	ction	Name of Roadway	/Street	1			140	me or Roads	vay/Succ	
1	EAST	MAN LN		Feet [	N S E W	of — - Mi	ie Marker	07 .	Exit	Number
Route# Direc	ction	Name of Intersecting Ro Also at Intersection		Feet [	NSEW					
1		Also at intersection	ii with	1	NSEW	Route	#	Intersecting 1	Roadway	/Street
Route# Direc	ction	Name of Intersecting Ro	adway/Street					Landmar	k	
Please Select C	One X Vehicle	11 #Occupants 1	ilt/Run Moped			11-	74-	AC		
of the Followi	ng:								on Ctata	
License #.	18 1	_ St _ DOB/Age		g#				R		- 20
Sex. Lio.	Class	Lic, Restrictions 1	Endorsement	- 55	Veh Ma	ke.		VCI	i Comg.	
Operator	Less	First	Middle		6 <b>u</b>	Fr	nt	М	fiddle	
Address				dress .		7624	State	Zip.		
City		State Zig	Cit			A 21	_		· (Cimba )	Up to Three)
Insurance Comp				hicle Action Prior to	2 22	22 22	2	3	. (Cacio	op to times,
Vehicle Travel I	<b>!les</b>	Responding to E		ent Sequence 1	1 23			$\mathcal{M}$		None Undercarriage
Citation # (If Iss					4. ° 3°	24 24	, '[ 🕶 ]	州	07	Totaled Other
Viol. 1: Ch/Sec/	/Sub/	Viol. 2: Ch/Sec/Sub		iver Contributing Co	10 4	Towed 2	<b>3</b>	7	6 99	Unknown
Viol. 3: Ch/Sec/		Viol. 4: Ch/Sec/Sub	- Marian	demide/Override	26	101551 10051 W	29 30	31 32	33	
Name (Last Fort A		for operator and all occupant	Addres	DOB/Age	Sest	27 28 Safety Airbag System Status	29 30 Airbag Eject Switch Code	Trup Injury Code Status	Trassp. Code	Medical Facility
	Operator		See Abova			1 4	3 0	0 5	1	
	0.6911 - 90.44									
								$\Box$		
Please Select of the Followi		21 #Occupants	Non-Meterist A Type	14 Action	15 Location	n 16	Condition	17 0	Hlt/Run	☐ Moped
License #		_St _ DOB/Ag.	. Re	g#	Newstern	Re	g Type _	R	leg State	
İ .	Class D 18 1	Lic. Restrictions 1		h Year	Veh Ma	ke.		Vel	Config.	1 20
Operator		J	Endorsement Ov	vnei	•11	_	inst		රිශ්විෂ	
	Last	First	Addie Add	dress	•··· <i>-</i>	<u>mve</u>				
Address		-						4		
		State Zip	Cit	у.			State	Zip 、		1
City.	pany care Luca			y. hicle Action Prior to	Crash	4 21		•	: (Circle 1	Up to Three)
City.		wit-	Ve	hicle Action Prior to	Crash 22	4 <sup>21</sup> 22 22		•	4	Up to Three)
City. =	Direction: S		Wel	ent Sequence		4	Damage	d Area Code	0 10	
City. = Insurance Comp	Direction: S		Weigenoy? 2 Ev	ent Sequence	22 22 1 1 23	4	Damage 2	d Area Code	5 10 5 11	None Undercarriage Totaled
City. Ensurance Comp Vehicle Travel I Citation # (If Is	Direction: S	E W Responding to E		ent Sequence 1	22 22 1 1 23	22 22	Damage	d Area Code	5 10 5 11	None Undercarriage Totaled
City. Ensurance Comp Vehicle Travel I Citation # (If Is Viol. 1: Ch/Sec. Viol. 3: Ch/Sec.	Sued)	E W Responding to E  Viol. 2: Ch/Sec/Sub	Velocity   Driver	ent Sequence 1  set Harmful Event iver Contributing Coderride/Override	22 22 1 23 de 1 1 25 25 25 5 5 5 5 5 5 5 5 5 5 5 5 5	22 22 22 24 24 24 Towed 2	Damage	d Area Code	5 10 5 11 97 6 99	None Undercarriage Totaled Other Unknown
City. E Insurance Comp Vehicle Travel I Citation # (If Is Viol. 1: Ch/Sec Viol. 3: Ch/Sec P Name (Last First)	Direction: S  sued)/  /Sub/  /sub/  lease fill out for open	E W Responding to E  Viol. 2: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub	Mergency? 2 Evenue Mergency? 2 Evenue Mergency? 1 Dri    / Un  / Un  / Un  / Companits involved	ent Sequence 1	22 22 1 23 de 1 25 Sent Pos.	22 22 22  24 24  Towed 2  37 28  Saftry Aithug System System	Damage  2  1  8  29  Airbug Eject Code	d Area Code  3  11 12 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	0 5 10 5 11 97 6 99	None Undercarriage Totaled
City.   Insurance Comp Vehicle Travel I Citation # (If Is Viol. 1: Ch/Sec Viol. 3: Ch/Sec P Nume (Last First)	Direction: S sued). /Sub / /Sub / lease fill out for ope	E W Responding to E  Viol. 2: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub	Velocity   Driver	ent Sequence 1  set Harmful Event iver Contributing Coderride/Override	22 22 1 23 de 1 25 Sent Pos.	22 22 22 24 24 24 Towed 2	Damage	d Area Code	5 10 5 11 97 6 99	None Undercarriage Totaled Other Unknown
City.   Insurance Comp Vehiole Travel I Citation # (If Is Viol. 1: Ch/Sec. Viol. 3: Ch/Sec. Pl Nume (Last First)	Direction: S  sued)/  /Sub/  /sub/  lease fill out for open	E W Responding to E  Viol. 2: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub	Mergency? 2 Evenue Mergency? 2 Evenue Mergency? 1 Dri    / Un  / Un  / Un  / Companits involved	ent Sequence 1  set Harmful Event iver Contributing Coderride/Override	22 22 1 23 de 1 25 Sent Pos.	22 22 22  24 24  Towed 2  37 28  Saftry Aithug System System	Damage  2  1  8  29  Airbug Eject Code	d Area Code  3  11 12 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	0 5 10 5 11 97 6 99	None Undercarriage Totaled Other Unknown

_	► Direction 1 = Vehicle 1	2 = Vehicle 2	Q = Pedestrian		
Crash Diagram:	ie: → I →	<u> </u>	¥		
			•	If Crash <u>Did Not</u> on a Public Way:	Occur
				Off-Street Parking Lot	
		East Pleasant St		☐ Garage	
	V2 (2)			Mall/Shopping Center	
	OTTO E	<u>u</u>		Other Private Way	
•	V1 🧔 🔻				1
	₹ 😝				
	Eastman Ln 💮	•	<≥	North	
Crash Narrative:				2	
1 was making a left	turn from eastman Ln	on to East P	leasant St	at the same time	V2 was
aking a left turn fi	com East Pleasant St	on to Eastman	Ln. Vl Fai	led to grant the	right
	egan to make his turn				
	rom Eastman Ln on to			damage was suffe	red to
oth vehicles when v	struck v2 on the dr	ivers side re	ar QP.		
				<u>.</u>	
					<del></del>
		Ж		ks (94)	
Witnesses:					7)
iame (Last,First,Middle)	Address		PI	hone#	Statemen
		7			
Property Damage: Owner (Last, First, Middle)	Address	Phone #	34-Type Descrip	tion of Damaged Property	
Truck and Bus Information	Registration #	•			35
Carrier Name				rrier Issuing Authority Code	
Address		City			- 26
US DOT#:	State Number	Issuing State	ICC #:	Interstate	36
Cargo Body Type Code G	ross Vehicle Weight				
Trailer Reg #:	Reg Type Reg State	Reg Year	Trailer Lengt	39 h	
Hazmat Information:			- Trans. Trans.	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	
Placard Material 1 digit	Material Name		Material 4 digit #	Release code	42
Patrol Officer Glenn M	Teckson	59 A	mherst Polic	e Department 02/	/27/2011
Patrol Officer Glenn Patrol Office Officer Name (Please Print)	Signature			Precinct/Barracks Date	

		Com	monwealth	of Massacl	usetts				
Date of Crash	Time of Crash	City/Town	Motor Veh			Number	Speed Limit	35 State Police Local Police MBTA Police	e Q
03/04/2011	2219 24HR	Amherst	Police	Report	2	0	Lon	Other:	
	AT INTERS	ECTION:	< LOC/	VITION >		NOT A	T INTERS	ECTION:	
Route# Dire	EAST ection	PLEASANT ST Name of Roadway	/Street	Route# Direction	Address #		Name of R	oadway/Street	
		At		Feet N	E W of		_ • _	or	
Route# Dire	EAST	PLEASANT ST Name of Intersecting Ro	adway/Street			Mile M	arker	Exit Num	ber
Kouten Dut	cuoir	Also at Intersection			S E W of	Route#	Intersec	ting Roadway/Stree	:t
	<del></del>	Name of Intersecting Ro	adway/Street	Feet N	SEW of		<del></del>		9
Route# Dire	ection	Mame of Intersecting Ico	1			1 11		dmark	
Please Select	One Vehicle	13_#Occupants	fit/Run   Moped	w.	1.	T – T (	OA-00	<u>.                                    </u>	, ii
License #		St DOB/Age :	Reg	3#	- 8x.,	Reg Ty	pe	Reg Stat	20
Sex Lie	Class 18 1	8 Lic. Restrictions	CDL Vel	Year	_ Veh Make			_ Veh Config. 1	
Operator				mer.		Fust		M5d.Ea	
Address		• न्यन्त्		dress,	•				—
City.		State Zip_{ 4	E Cit	у			State,Z		t
Insurance Cor				hicle Action Prior to Cr		-	Damaged Area	Code: (Circle Up to	Three)
		E W Responding to E	mergency? 2 Ev	ent Sequence 22	22 22	22 4	<u>N</u> i	0 Noo	
	issued)			ost Harmful Event 1	23	1	4 9	5 11 Total	
		Viol. 2; Ch/Sec/Sub	· / Dr	iver Contributing Code		24		97 Oth	SIOWII
		Viol. 4: Ch/Sec/Sub		iderride/Override	25 To	ved_2			
Viol. 3; Ch/Se	Please fili ou	t for operator and all occupan	ts involved .	DOB/Age	26 27 Seat Safe Seat Pon. Syst	ty Airbag Air	tog Eject Brap tich Code Code	lingury Transp. Status Code Med	Seel Facility
Name (Last Fir	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	<del></del>	See Above		1	4 99		5 1 NOT APPLE	ICABLE
	Operator	1060 - 7 -	7.77		++	++	<del></del>	j <sub>7</sub> lv. ·	ь
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		1 12		+	++	1-1-	- -		
						للل			
Please Sele		te 21_#Occupants	Non-Motorist A Type	14 Action	Location	16 Co	ndition 17	Hit/Run L	Moped
of the Polic	wing:		., U4/13 R	eg#		Reg T	ype E	Reg State	
License #_	18	St DOB/Age		eh Year	Veh Make	583 #		Veh Config. 1	20
_	ic. Class D	Lic. Restrictions	Endorsement	hyner				Middle	
Operator	Lest	First	Middle	ddress.	<u>.</u>	Erv , ,			- 15
Address		State _ Zip.	· · · · ·	ity			State	Zip	715
City.		State	v	chicle Action Prior to C	rash 1	21	Damaged Are	a Code: (Circle Up	to Three)
Insurance Co		S X W Responding to	Emergency? 99 E	ivent Sequence 1 2	22 27	22	2	3 4 0 No	one !
		- Mill		Nost Harmful Event	1 23		•	2 11 To	idercarriage taled
Citation # (I		/Viol. 2: Cli/Sec/Su	b	river Contributing Cod	e 10 <sup>24</sup>	4 24	L	27 OI	her aknowa
Viol. 1: Ch/		/ Viol. 4: Ch/Sec/Su	, ,	Judernide/Overnide	1 25 To	wed 2	<b>8</b> 	7 600	
Viol. 3: Ch/		operator/pon-motorist and all			Scat S	Joty Airbag A	29 30 31 hirthag Eject Trap twinth Code Cod	32 33 legery Transp. e Status Code Ma	ofical Facility
Name (Last)			Address	DOB/Age	Sex Pos. 5)		9 99 99	100	LICABLE
	Operator/Non-Moto	rist	See Above			+-			
						+	-	++-	
							$\bot \bot$		



Patrol Officer Felipe Feliciano Signature

Material 1 digit #

Reg Type

101 ID/Badge# Department

Material 4 digit #\_\_

Reg Year\_

\_Reg State\_\_\_

Amherst Police Department Date Precinct/Barracks

03/04/2011

Police Officer Name (Please Print)

Trailer Reg #:\_ Hazmat Information:

		Com	monwealth	of Massach	usetts				7
	Date of Crash Time of Crash	City/Town	Motor Veh	icle Crash	Number Vehicles	Number Injured	Speed Limit	State Police Local Police MBTA Police	1
8	04/25/2011 1543 Amhe	erst	Police	Report	2	0	Let, Lon,	MBTA Police Other.	
	AT INTERSECTI	ON:	< LOC/	ATION >		NOT AT	INTERSEC	TION:	]
					1101	MODE	W DYMROX	37/11 CM	2
11	Route# Direction	Name of Roadway/St	treet	Route# Direction	1191 Address #	NORT	'H PLEASA Name of Roadw		0 10
<u> </u>	-	At		Feet NS	EW of		— • — pr	•	2
	Route# Direction Nam	ne of Intersecting Roads	way/Street			Mile Ma	arker	Exit Number	4
		Also at Intersection v	vith	Feet NS		Route#	Intersecting R	Roadway/Street	
<sup>2</sup> 1	Route# Direction Nam	e of Intersecting Roads	way/Street	Feet N S	EW of				3 11
3							Landmark		┤
,	of the Following: Vehicle 1.1	#Occupants Hitt	/Run Moped	_	11	L-15	9-AC		]
	License # Si	_ DOB/Age	Reg	# <u> </u>		Reg Type	Re	eg State	
	Sex Lic. Class D 18 Lic. R	estrictions 19 C	CDL Veh	Year	Veh Make,		Veh	Config. 20	
41	Operato Last	First	Niddle Own	ei · · ·		*int	Mic	d.Ce	1 12
<u> </u>	- Address		Addı	ess			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		H
	Cit; State	_ Zip	City			Stn	te _Zip		
•	Insurance Company		Vehic	cle Action Prior to Crash	T			(Circle Up to Three)	
5	Vehicle Travel Direction: SEW	Responding to Emer	gency? 2 Even	i Sequence 1 22	22 22	22 2	N M	0 None	1
L	Citation # (If Issued)	_	Most	Harmful Event 1	23	1	<b>←</b>	5 10 Undercarriage	1
	Viol. 1: Ch/Sec/Sub/ V	/iol. 2: Ch/Sec/Sub —	/ Drive	er Contributing Code	99 24	24 8	<u> </u>	97 Other 99 Unknown	
<sup>6</sup> 1	Viol. 3: Ch/Sec/Sub/ V	/iol. 4: Ch/Sec/Sub	/ Unde	mide/Override 1	25 Tower	12	1		
	Please full out for operat	tor and all occupants in	volved Address	DOB/Age Sex	26 27 Sest Safety Pos. System	Airbag Airbag Suites Switch	10 31 32 Ejest Trap lejury Code Code Status	33 Transp. Code Medical Facility	1 13
	Operator	s	ee Above		99	4 99		1	1-
			2-2-2-2-1-3-2-2-2-1-30					•	1
					$\vdash$		$\vdash$		1
				1	$\vdash$	_			1
7	Section respective (Section S		<u></u>		لبلل				1
1	Please Select One of the Following:	#Occupants Non	-Motorist A Type	Action 15	ocation	16 Condit	ion 17 🔲 F	it/Run 🔲 Moped	
	License ; Si	_ DOB/Age	Regi		9200E) 0	_ Reg Type	Re	g State	1
	Se: Lic. Class D Lic. R	estrictions 19 C	DL Veh 1	/eau \	eh Make		Veh	Config. 1 20	
81	Operato.		ndomement Own	et					
_	Last Address	First	Addre Addr	P.S.S		First	NG4	kDe	
	Cit State	Zij	City.			Stat	tı _ Zij		
	Insurance Company		Vehic	le Action Prior to Crash	1	21 Da	maged Area Code: (	(Circle Up to Three)	10
	Vehicle Travel Direction: SEW	Responding to Emer	gency? 2 Event	Sequence 1 22	22 22	<sup>22</sup> <sup>2</sup>	3.	.4 0 None	
	Citation # (If Issued)	-	Most	Harmful Event 1	23	1	9	5 10 Undercarriage 11 Totaled	
	Viol. 1: Ch/Sec/Sub/ V	iol. 2; Ch/Sec/Sub	/Drive	r Contributing Code	99 24	24		97 Other	
		iol. 4: Ch/Sec/Sub —		rride/Override 1	25 Towed	2 8	7	6 AA CURTOME	
	Please fill out for operator/non-		ants involved		26 27 Seat Safety	18 29 Airbag Airbag Sterns Switch	30 31 32 Eject Trep Injury 7 Code Code States	33 Irenep. Code Medical Facility	
	Name (Last Pirst Middle)	T .	Address About	DOB/Age Sex	Pos. System	Sterna Switch	Oode Code Starss of		
	Operator/Non-Motorist	1	ee Above		39	23			
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8									

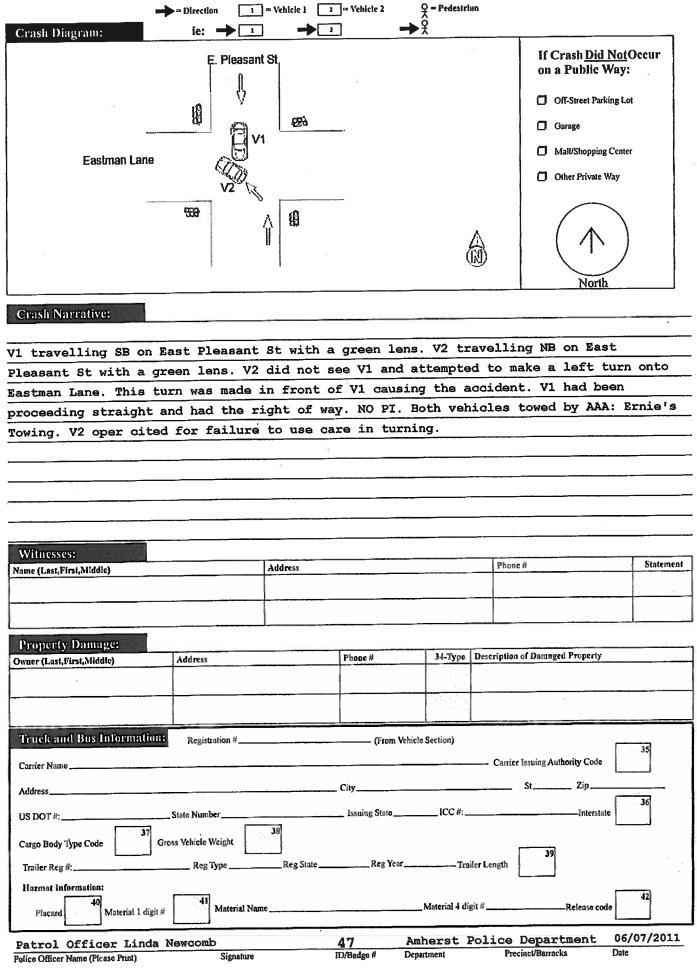
	= Direction 1	= Vehicie 1	= Vehicle 2	웃 = Pedcstriau	
Crash Diagram:	ie: 📥 🔟	->□	2	<b>▶</b> 発	•
O.Hon Mag.					If Crash <u>Did Not</u> Occur on a Public Way:
			Pine	Street	Off-Street Parking Lot
		88			Garage
		edia.			
wayanayay alkanamaa aqooyaayaanayayayaayah uu boli biiqiinda kababahaadayaa kaana saasaanaa kababa	table to consider				Mall/Shopping Center
	North Pleasant Street		<>> }	A	Other Private Way
	tro.	. 6	∋)Y²		North
Crash Narrative:					
	informed me he	was trave	ling north	when he at	tempted to turn into the
					perator of V2 informed me
					was in the left turn
lane before making					
driverside front of	her vehicle.	V1 suffere	ed damage t		
suffered damage to	the driver sid	de front fe	ender area.	No injuri	es were reported:
Vehicles were able	to drive away	from the c	erash.	·	
			2		
	·				
	£ .				
Witnesses:					
Name (Last, First, Middle)		Address			Phone # Statement
	*				
Property Damage:  Owner (Last,First,Middle)	Address		Phone #	34-Type Desc	ription of Damaged Property
Charte (Salet)					
				70100	
Truck and Bus Informatio	III Registration#				
NAME AND ADDRESS OF THE OWNERS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	KeRizgagion w		(From Vehi	icle Section)	15
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Managara and Anagara and Anagara and Anagara					
Carrier Name			_ City		Carrier Issuing Authority Code St Zip
Carrier NameAddressUS DOT #:37			_ City		Carrier Issuing Authority Code St Zip
Carrier Name	State Number Gross Vehicle Weight	38	_ City Issuing State	ICC #:	Carrier Issuing Authority Code  St Zip
Carrier Name  Address  US DOT #:  Cargo Body Type Code  Trailer Reg #:	State Number	38	_ City Issuing State		Carrier Issuing Authority Code  St Zip
Carrier Name	State Number Gross Vehicle Weight Reg Type	38 Reg State	_ City Issuing StateReg Year	ICC #:Trailer Le	Carrier Issuing Authority Code  St Zip
Carrier Name	State Number Gross Vehicle Weight Reg Type  ## Material Na	38 Reg State	_ City Issuing State Reg Year	ICC #:Trailer Le	Carrier Issuing Authority Code

ſ				Com	monw	vealth	of Massa	achu	setts	20.00				
- 1	Date of Crash 05/02/2011		Amhe	City/Town			icle Cra Report	sh	Number Vehicles 2		Speed Lin	nit	State Police Local Police MBTA Police	
ŀ		24HR AT INTERS	SECTI	ON:	<	the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa	STANSON MONEY	>		ــــــــــــــــــــــــــــــــــــــ	ILON T INTE	RSECT	Other:	1
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-	Route# Direc		PLI	EASANT ST Name of Roadway/S	Street		Route# Direct	tion /	Address #		Name	of Roadway	/Street	- -
1	Kontes Direc			At	1									_ 2
1			MAN		da		Feet	NSE	W of	Mile M	arker	— or	Exit Number	
ŀ	Route# Direc	tuon	14911	Also at Intersection			Feet	N S E	W of	7	-	e' - De	- durant Charact	
1		<u>.</u>		0			Feet	N S E	W of	Route#	inte	rsecong Ko	adway/Street	3
4	Route# Direc	etion —	Natr	ne of Intersecting Rose	имау/ъпесі					2010		Landmark		ᅷ
	Please Select C of the Followin		e 1 <b>1</b>	_#Occupants H	k/Run	Moped			1:	1-1	65 <i>-1</i>	7C		
1	License #_		_ St. 1	DOB/Age	· · · · ·	Reg	#.· _			Reg Ty	ж	Reg		-1
-	Sex. 1 _ Lic. 0	Class D	Lic. R	Restrictions 1	CDL	Veh	<b>Уеаг</b>	Vc	h Make,			Veh C	onfig. 1 20	1
$\dashv$	Operator.	tast	- 0	- buns	Middle	Own		l aut		First		Middl		- 1
4	Address			W		Adda					<del></del>		· ·	- F
	City		State	zZip		City		<u> </u>		21			/ <u>#:///.00</u>	- 1
1	Insurance Comp	any.	<u></u>			Vehi	cle Action Prior to		4	<u> </u>	Damaged Ar	ea Code: (C	Circle Up to Three)	)
٦	Vehicle Travel D	Direction: S	EW	Responding to Em	ergency? 2	Even	t Sequence 1	22 2	-	22 4	$\overline{}$		0 None	
1	Citation # (If Iss	ned)				Most	Harmful Event	1	23	1	<b>←</b>  /	9	5 10 Undercarris 11 Totaled 97 Other	age
1	Viol. 1: Ch/Sec/			Viol. 2: Ch/Sec/Sub -			er Contributing Co		1 24	24 (8)			99 Unknown	
Į	Viol. 3: Ch/Sec/			Vial. 4: Ch/Sec/Sub -		Unde	mide/Override	136	25 Towe	24 2 29	30 3	1 32	35 T	4
٦	Name (Lest First M		for opera	ator and all occupants	involved Address		DOB/Age	Sex	Seat   Safaty	Airtug Airtu Sanus Swit	g Eject Tr	de Status C	anap. Jade Medical Facility	1
		Operator			See Above				1	4 3	0 0	5 1		⅃
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1	<del></del>													
t	100 GE							П						
	Please Select C of the Followin		e 2 <u>1</u>	#Occupants N	nn-Motorist	А Туре	14 Action	15 Lo	cation	16 Cond	lition	7 🗆 н	t/Run Mope	d
ſ	License #		_ St.	_ DOB/Ag		Reg	h			Reg Ty	pe	Reg	State	-
	Sex Lic.	Class D	Lic. F		CDL	Veh	Yeau	Ve	h Make			Veh C		1
	Operator	Last	9	First .	Middle	Own		Lest		First		Midd	è	-
$\forall$	Address_	. ,	•	-		Addı	ress							-
	City		Stati	_ Zi_		City	•		6523	21		. Zip.		1
1	Insurance Comp	any					cle Action Prior to	Crash 22 2	2 22	22 2	Damaged Ar	ea Code: (C 3	Circle Up to Three)	1
	Vehicle Travel D	irection: N	EW	Responding to Era	ergency? 2		t Sequence 1		7/3	<u> </u>			0 None 10 Undercarria	Pe
1	Citation # (If Iss			_	- 4		Harmful Event	<u> </u>	23	24	<b>←</b>  /	쒸	3 11 Totaled	
1	Viol. 1: Ch/Sec/	Sub/		Viol. 2: Ch/Sec/Sub -	,		er Contributing Co	(m) (1) A	25 Tows			7	6 99 Unknown	
	Viol. 3: Ch/Sec/	7209E711 000		Viol. 4: Ch/Sec/Sub - n-motorist and all occu			erride/Override	-	25   27	28   29	30 3	32	33	-
	· Name (Last First M		-tatAttπoi	- HOTOLIST BIRT OF OCCU	Address		DOB/Age	3ex	Seat   Salistr	Status Smite	b Code Co		nap ode Modical Fertifity	4
	Oper	ator/Non-Motoris	t		See Above			-	1	4 3	0 0	5 1		_
t						<del></del>								

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	= Direction 1	= Vehicte 1 2	= Vehicle 2	र्र = Pedestrian		
Crash Diagram:	ie: → 🗔	] <b>→</b> [:		<b>→</b> }	V/O 1974	
Ornan Jang, and	Eastman Ln					h <u>Did Not</u> Occur blic Way:
	Cosumon Cit				Off-Str	eet Parking Lot
		V2			☐ Garage	,
		( <u> </u>			☐ MalVS	hopping Center
<u>V1</u> ⇔ (Ū (Ū)	OII)	East Pleaasni	t St		☐ Other I	Private Way
				<b>&amp;</b>		North
Crash Narrative:						, in the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second
V1 was traveling NB	on East Pleas	ant St app	roaching	the inters	ection with E	astman Ln
where he was attempt	ting to make a	left turn	. V2 was	traveling	SB on East Pl	easant St.
As the vehicles appr	roached the in	tersection	V1 opera	tor failed	l to use care	and turned in
the path of v2 which	n was driving	straight.	The vehic	les crashe	d, front bump	er to front
bumper. No injuries	were reported	at the so	ene. Both	vehicles	were operable	. operator of
v1 was issued a cita						
VI WAS ISSUED & CIC	101011 102 103					
			<del> </del>			
						· · · · · · · · · · · · · · · · · · ·
Witnesses:						· · · · · · · · · · · · · · · · · · ·
Name (Last, First, Middle)		Address			Phone #	Statement
		+				
		<u> </u>				
Property Damage:						
Owner (Last, First, Middle)	Address		Phone #	34-Type I	Description of Damaged Pr	operty
	_		<del> </del>			
Truck and Bus Informatio			(From V	•	— Carrier Issuing Authorit	y Code
			City		St	
Address						36
US DOT #:	State Number	38	Issuing State	, ICC #:		Interstate
cargo soos sypt seas	Gross Vehicle Weight				39	
Trailer Reg #:	Reg Type	Reg State	Reg Year	Traile	er Length	
Hozmat Information:	i sani					42
Placard Material I digi	1# Material Na	e		Material 4 digi	t#Rel	ease code
Patrol Officer Glenn	M Jackson		59		olice Departme	
Police Officer Name (Please Print)	Signature		ID/Badge #	Department	Precinct/Barracks	Date

Г	-	-		Com	monwe	alth (	of Mass	ach	uset	ts	Γ					
	of Crash 7/2011	Time of Crash	Ci Amher	ty/Town st			icle Cra Report	ash	Numb Vehic 2		ber Spered Lat		40	Local MBT/ Other	Police DA Police DA Police	
-		24HR AT INTER	SECTION	V:		LOCA	Accessed to the second second	>		10 100000		NTER!	SECT			1
-		AIINIEK	3ECTIO					AND DESIGNATION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF								2
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Koun	C# Direc	2000		At				NIC	Ew .							2
]			MAN L	N f Intersecting Rose	dunu/Street		Feel	[ula	E W of	Mi	le Marke	<u> </u>	or _	Exit l	Number	1
Route	e# Direc	ction		iso at Intersection			Fee	NS	E W of	Route	<u></u> –	Interse	cting Re	oadway/	Street .	L
<u> </u>				f Intersecting Roa	t(Chant		Fee	NS	E W of		•	2				3
Rout	e# Direc	etion	Name o	i Intersecting Ros	iway/sirect		<u> </u>						ndmark			╁
	ise Select C he Followi	Inc Vehicle	e <u>1</u> 1#C	Occupants H	it/Run 🔲	Moped			_ 1	L1-	202	2-A	C			ì
Licen	periority (		Si	DOB/Age		Reg	¥.	_		Re	з Туре		Re	g State		
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	rator.	опас ју			Endorsement	Oven	er	Last	·		int .		Nid	die		1
Addr		Last	Fin		MGASe	Addı	ess	Last	_			•			-	F
City			State,	Zip	-	City		_			State	_ 2	Zip			1
Insur	rance Comp	oany.		4		Vehic	cle Action Prior	to Cras	1	21		aged Area	Code: (	(Circle U	Jp to Three)	
Vehic	cle Travel I	Direction: N	EW	Responding to Ea	ergency7_2	Even	it Sequence	22	22 - 2	2 22	<b>U</b> _		7		None	
Citat	tion#(If Is:	sued)				Mos	t Harmful Even	1			<b>0</b> +	•   ) j		3 11	Undercarriag Totaled	¿c
Viol.	. 1: Ch/Sec/	/Sub/	Viol	I. 2: Ch/Sec/Sub		_ Driv	er Contributing	Code	1 2	4 20	<b>1</b>	V.	<u>,                                    </u>	) 97 89	Other Unknown	
1	. 3: Ch/Sec			l. 4: Ch/Sec/Sub			esside/Overside	1	25 7	owed 1						
$\vdash$		Please fill ou	t for operator	and all occupants	involved Address		DOB/Age	Sex	Seat   3	27 28 Safety Airbeg system Status	Airbag I	30 31 Eject Trap Code Code	12 Injury Status	33 Transp. Code	Medical Facility	1
No	arre (Last First )				See Above				1		4 0		5	1		7
_		Operator						十	++	_		$\top$				7
_						·		+	++	+		$\dashv$	$\vdash$	+		1
		*				SECURE AND LA	-	+-	++	+	$\vdash$	+	+	-+		$\forall$
L												17			Ι	4
	ase Select the Follow		ie 2 <u>1</u> #	Occupants	Non-Motorist A	Туре	14 Action	15	Location	16	Conditio	۱,	نصا	Hit/Rva	Moped	'
	ense /		St	DOB/Age		Reg	#	_		R	g Type.	_	R	eg State	1 70	-
	Lic.	Class 7	18	trictions 1	CDL	_ Veh	Year.		Veh Mal	cė.		_	Veh	Config.	1 20	١
-	rator	. оа р			Endorsement	Own	ner	Lest			Først —		M	ásta .		-
1	Iress	Last	· គ	inst .	k SdSle	_ Add	lres:	ш		-						- [
City			State	_ Zip		City		-			State	_	Zip.			
1	rance Com	DANY.	_			_ Veh	ícle Action Prio	r to Cras	ь 4	21		_	-	` ~	Up to Three)	1
1	icle Travel	_	SEX	Responding to E	mergency? 2	Eve	nt Sequence	1 22	22	22 22	12		3) [ /]	$\Theta^{0}$	None	1
	tion # (If I					Mo	st Harmful Even	1	23	_	1 4	- ]			Undercarria Totaled	ge
	1. 1: Ch/Sec		Vīc	ol. 2: Ch/Sec/Sub		Dniv	ver Contributing	Code	4 2	4 2	1	/		97 99 ع	Other Unknown	
1	1. 3: Ch/Sec	947		ol. 4: Ch/Sec/Sub		Und	lerride/Override	1	25	Fowed 1	- 8 		7	0		╛
1,10			perator/non-r	notorist and all oc				1.	26 Seat Pos.	27 28 Safety Airba System Statu	29 Aktez Swheb	30 31 Eject Trip Code Code	injury Surus	33 Tracep. Code	Modical Facility	
N	time (Last First		•	T	See Above		DOS/Age	Se		1 4	4	550	5	1	· · · · · · · · · · · · · · · · · · ·	7
-	Ор	erator/Non-Motor	151		OFF VOORE		+-	+	+	-	++	+	+	$\vdash$		$\forall$
								+	-	-	++	+	$\vdash$	$\vdash$		1
					388 3				$\perp$		$\sqcup$	<u> </u>	$\perp$	$\vdash$	•	4
									1 1			1				1



1		-77		Com	monwea	lth o	of Mas	sach	uset	ts		3 2					
	Date of Crash 06/30/2011	Time of Crash 1858 24HR	Amhers	/Town	Motor Pol	-	icle Ci Report		Num Vehic		invad	Speed L Lat Lon	imit	Standard	ate Police Cal Police BTA Police Cher		
		AT INTER	SECTION	:	< [	OCA.	TION	>		NC	T AT	ראו י	ERSEC	CTIO	N:		9
¹1	Route# Dire		KET HII	L RD me of Roadway/S	treet		Route# D	rection	Addres	s# ·		Nam	e of Road	way/Str	eet	- -  -  2	10
±	Route# Dire		DGE ST	At Intersecting Road	way/Street		Fe	et NS	EW o	ı —	/ijle Ma		— ог	E	sit Number	-	لــ
<sup>2</sup> 1			Als	so at Intersection	with			et NS		Roi	ite#	Ir	ntersecting	Roadw	ay/Street	-  _ 3	11
		ction		Intersecting Road			<b>T</b> :			11-	22	1 -	Landro	rk		7	
	Please Select of the Followi	vehic		DOB/Age	/Run	foped Reg	<u> </u>		•		eg Typ			Reg Sta	·	_	
	License & Sex Llo.	Class D	StSt	19	CDL	Veb '			Veh Mal		1		v	eh Confi	g. 1 20		12
41	Operator Address	Lest	E		Middle	Own		Last :	-	-	Fred			Middle		-   <u>1</u> -  -	
	City Insurance Com	- 27	State.	. Zip.			cle Action Pri	or to Cras		21 22	St		Zip Area Cod	le: (Circl	le Up to Three	2	
<sup>5</sup> 2	Citation # (If Is	isued)	8	esponding to Eme 2: Ch/Sec/Sub -		Mos	n Sequence n Hammful Eve ver Contributio	تسا	23	4	24	<b>+</b>	川	3	0 None 10 Undercarri 11 Totaled 97 Other 99 Unknown		
<sup>6</sup> 1		/Sub/	Viol.	4: Ch/Sec/Sub -		Und	enide/Ovenid	• 1		Fowed 2		30	7			4	13
	Name (Last First	Midde)	ut for operator a	and all occupants	involved Address See Above		DOB/A	e Se	Pos.	27 24 Safety Airb System Stat	eg Airbe Switz		31 13 Trep bejt Code State	ry Transp.	Medical Fecali	4	
		Operator		1179			+-				I						
				8			-	-	+	_	+	+	+	+		4	
<sup>7</sup> 3	Please Select		cie 2#O	ecupants 🛛 N	on-Motorist A	Type 2	14 Action	15	Location	4	Cond	ition 1	17	) Hivr	ип 🔲 Мор	ed	
	License #	. Class 99	St 18 Lic. Restr	DOB/Age	CDL		#Year		Veh Ma		Reg Ty	oe		Reg Str /eh Conf	20		
82	Operatos Address	lau -	- Ann 11 Ann	•	Middle		ner lress	Last			First			Middle	· ·	-	
	Cit:	npany <b>N/A</b>	State	_ Zip		-	icle Action Pr		sh [	4 21		late			le Up to Thre	e)	
	Vehicle Travel	Direction: N	XEW 1	Responding to En	nergency? 2		ent Sequence st Harmful Ev	1 22 ent 1.	23	22 .22	2	4-	\ <del>,</del>	5	0 None 10 Undercarr 11 Totaled	iage	
	Viol. 1: Ch/Se	c/Sub		. 2: Ch/Sec/Sub		-	ver Contributii derride/Overric	· (2)	19	24 4 Towed_	24 8		$\triangle$		97 Other 99 Unknown		
	Viol. 3; Ch/Se	c/Sub		. 4: Ch/Sec/Sub otorist and all occ	upants involved	. 000		1	26 Scal	27 2 Safety Air	bag Airb	ag Eject	I) 3: Trep kgis Cods Sus	2 33 ary Transp	Medical Facili		
	Name (Lest Fire	erator/Non-Motor	ก่รเ		See Above		DOB/A	s	x Post.	System Str	300						
							-	+	-	$\dashv$	+	+-	+	+		-	
			1001111 J 101-14		4.52	12.000	+	+			+	+		+	-	$\dashv$	

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	= Direction [ 1	= Vehicle 1	= Vehicle 2	र्भ = Pedesti	ian		
Crash Diagram;	ie: 👈 🗆	] →□	<u> </u>	<b>≯</b> ĝ			1
					74	If Crash <u>Did N</u> on a Public Wa	
						Off-Street Parking	Ī
-	1 1/5		<del></del>			_	, Loi
	ĺ		Markethill Road			☐ Garage	20
	, [		11000			Mall/Shopping Co	enter
	240	<i>y</i> .			ž	Other Private Way	,
e	Bridge	St		Э		North	
Crash Narrative:						¥()	
	erating SB on	Bridge St	when the	listed b	icyclist	turned lef	t, from
the right shoulder (	while operation	ng SB as w	ell) witho	ut yield	ling to th	e MV. The	rear
tire of the bicycle	was struck by	the front	bumper, c	ausing t	he rim of	tire to the	ne .
bicycle to be bent.							
					7 - 191 - 1928		
		e .					
	7				3		
		· · · · · ·					
Witnesses:	:4						
Name (Last, First, Middle)		Address			Phone#		Statement
	,						
Description Description							
Property Damage: Owner (Last,First,Middle)	Address		Phone #	34-Type	Description of Da	naged Property	
Office (Last) Holinianicy	·		7 Hollow	1 1 1 1	Description of Da.	Daged I Toperty	
				1 2 2 3 4 4			
	1			4 (A)			
Truck and Bus Information:	Registration#		(From Vehi	cle Section)			
Carrier Name					Carrier Issuing	Authority Code	35
Address		.0)	City		St	Zip	
US DOT#:	State Number		_ Issuing State	ICC #:		Interstate	36
Cargo Body Type Code Gr	oss Vehicle Weight	38				_	.43
Trailer Reg #:			Reg Year	Trail	er Length	39	€:
Hazmat Information:					(417		
Placard Material 1 digit #	Material Name		141	_Material 4 dig	it #	Release code	42
Patrol Officer Dominick A	Corsetti		L04 A	mherst D	olice Depa	ertment 06	5/30/2011
Police Officer Name (Please Print)	Signature			partment	Precinct/Ba		

	Com	monwealth (	of Massacl	ıusetts			D	]
	Date of Crash Time of Crash City/Town	Motor Veh	icle Crash	Number Vehicles		Speed Limit	State Police Local Police MBTA Police	
	08/15/2011 1701 Amherst	Police 1	Report	3	0	Lon	MBTA Police Other:	1
	AT INTERSECTION:	< LOCA	TION >		NOT A	r intersect	ION:	9
		(A						
<sup>1</sup> 1	Route# Direction Name of Roadway/	Street	Route# Direction	Address #		Name of Roadwa	y/Street	2 10
<u> </u>	At	_	Feet N S	E W of		_ • _ or _		
	Route# Direction Name of Intersecting Roa				Mile M	arker	Exit Number	1
	Also at Intersection	with	Feet N S		Route#	Intersecting R	oadway/Street	L.,
<sup>2</sup> 3	Route# Direction Name of Intersecting Roa	dway/Street	Feet N S	E W of				3 11
_	Roules Director					Landmark		1
<sup>3</sup> 2.	Please Select One of the Following: Vehicle 11 #Occupants H	it/Run Aloped		13	L-25	8-AC	VI VA	
_	License #St. DOB/Ag	Reg	#		Reg Typ	e Re	g State	
	18. 18	CDL Veb	Year	Veh Make		Veb	Config. 20	1000
4	Operator	Endorsement Own	ier.		<del></del>	Med	Life .	1 12
<sup>4</sup> 3	Address.	MGM44 Addi	ress			1		-
	City State Zip_	City			St	ste Zip		
	Insurance Company	· Vehi	cle Action Prior to Cras	h 1	21 E	)amaged Area Code: (	(Circle Up to Three)	
52	Vehicle Travel Direction: NXEW Responding to Em	ergency? 2 Ever	nt Sequence 22	22 22	22 2	$\frac{3}{\sqrt{1}}$	4 O None	1
_	Citation # (If Issued)	Mos	t Harmful Event 1	23	(1)	<b>←</b> [i]	5 10 Undercarriage	٩
	Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub	/ Driv	er Contributing Code	3 24	24	للإلاب	97 Other 99 Unknown	1
<sup>6</sup> 2	Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub	· / Und	enide/Ovenide 1	25 Towe	ed_28	7 3	0	
<u> </u>	Please fill out for operator and all occupants		DOB/Age Se	26 27 Seat Safety Pos. System	18 29 Airbeg Airbe Suhus Smite	g Eject Trep Injury Code Code Status	33 Transp. Code Medical Facility	1 13
	Nurse (Last First M55Cs)  Operator	See Above	DOBAGE SE	1	4 99		1	<b>-</b>
	Operation		+-+	+	++	1-1-1	7	1
				++-		<del>                                     </del>		-
		<u> </u>			-	+++		1
		SSSS						4
72	Please Select One of the Following: Vehicle 2 1 #Occupants N	lon-Motorist A Type	14 Action 15	Location	16 Cond	ition 17 1	fit/Run Moped	
		Reg	"		Reg Typ	oe Re	g State	
	18 18		Year	Veb Make.			Config. 1 20	la la
8	J	Endorsement Own						
81	Operator Last First	Middle	ress.	-	First	Mid	.De	
	City State Zip	City		1100	St	ate _ Zip		
	Insurance Compan	Veh	icle Action Prior to Cra	sh 1	21 I	Damaged Area Code:	(Circle Up to Three)	
	Vehicle Travel Direction: NSE Responding to En	aergency? 2 Eve-	nt Sequence	22 22	22 2	$-\sqrt{3}$	4 0 None	
	Citation # (If Issued)		st Harmful Event 1	23		<b>←</b>   9	5 10 Undercarriage	e
15		/Driv	er Contributing Code	1 24	24		97 Other	
	Viol. 1: Ch/Sec/Sub Viol. 2: Ch/Sec/Sub Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub	/ Und	lerride/Override 1	25 Tow	8 :d_28	7	6 33 Onknown	
	Please fill out for operator/non-motorist and all occ	upants involved		26 27 Scat Safety		g Eject Trap bejury Code Code Status	33 Transp.	-
•	Name (Last First MGAR)	Address	DOB/Age Sc		Status Switz		Code Medical Pacifity  1	1
	Operator/Non-Motorist	See Above			1 33		-	-
	, , , , , , , , , , , , , , , , , , , ,			$\bot\bot$				4
		3,000						

		Com	monwealth	of Massach	usetts	<b>;</b>			1
	Date of Crash   Time of Crash   OB/15/2011   1701   Amhe	City/Town	Motor Veh	icle Crash	Number Vehicles		Speed Limit	State Police Local Police MBTA Police	
	24HR 24HR	3LS L	- Company	Report	3	0	Lon.	MBTA Police Other:	
	AT INTERSECT	ON:	< LOC/	TION >		NOT A	r intersec	CTION:	2 9
*	MEADOW :	ST							
11	Route# Direction	Name of Roadway/S	treet	Route# Direction	Address #		· Name of Road	way/Street	2 10
	NORTH P	LEASANT ST	,	Feet NS	EW of			Exit Number	F
		ne of Intersecting Road  Also at Intersection	way/Street	Feet N S	R W _c	Mile Ma	uker	Exit Munder	1
2_	·	Also at intersection v	¥1ω	Feet N S		Route#	Intersecting	Roadway/Street	
<sup>2</sup> 3	Route# Direction Nam	ne of Intersecting Road	way/Street	reet [11] o	21.10		Landmai	k	3
<sup>3</sup> 2	Please Scient One Vehicle 31	#Occupants Hit	/Run Noped		11	-25	8-AC	<del>"</del>	1
	of the Pollowing:								-{
	License # St	DOB/Age	, Reg			Reg Type	F	20	
	]	testrictions 1	CDL Veh ' Indorsement Own		Veh Make.	-	Ve!	Config.	
⁴3	Operato:	First	Maria Addr	1		First	N	50 <b>.5</b> 0	1 12
	Cit State	_ Zir	. City			Sta	ile _Zip_		
	Insurance Company	4	39 - 69	ele Action Prior to Crash	2	21	•	(Circle Up to Three)	
52	Vehicle Travel Direction: NSXW	Responding to Eme			22 22	22 2	3	4	
	Citation # (If Issued)	_	Most	Harmful Event 1	23		_	0 None 10 Undercarriage	e
	Viol. 1: Ch/Sec/Sub /	/iol. 2: Ch/Sec/Sub —	/ Drive	r Contributing Code	1 24	24	· VTV	97 Other 99 Unknown	
62	Viol. 3: Ch/Sec/Sub/ \	/iol. 4: Ch/Sec/Sub	Unde	rride/Override 1	25 Towe	<u>12</u> 3	7 .	6 AN OUNTION!!	
	Please fill out for opera	tor and all occupants in		T	26 27 Seat Safety	28 29 Airtes Airtes	10 31 32 Eject Imp bijusy Code Code Status	33 Tennap.	1 13
	Nume (Last First Möddle)  Operator	T	ee Above	DOB/Age Sex	Pos. System	Status Switch	Code Code Status	Code Medical Facility	₽
									1
							<del></del>		1
		_	11C 80 ASON - S C		_		$\vdash$	<u> </u>	-
<sup>7</sup> 2						13			1
2	Please Select One of the Following: Vehicle 4	#Occupants Not	n-Motorist A Type	Action 15 L	ocation	16 Condit	ion 17	Hit/Run Moped	l
	License #St	DOB/Age	Reg #			_ Reg Type	R		1
	Sex Lic. Class 18 18 Lic. R	estrictions . 19	DL Veh N	Year \	eh Make		Veh	Config. 20	
<sup>8</sup> 1	Operator	First	N5354 Owne	Prlast		First		ddle	
	Address		Addre	258	-				ĺ
	City State	Zip	City_				eZip		
	Insurance Company	•	Vehic	le Action Prior to Crash	100		maged Area Code: 3	(Circle Up to Three)	
	Vehicle Travel Direction: NSEW	Responding to Emer	gency? Event	Sequence 22	22 22	22 2	NÍA	0 None	
	Citation # (If Issued)	_		Harmful Event	23	1 ◀	▶ 凤	5 10 Undercarriage 11 Totaled	
	Viol. 1: Ch/Sec/Sub V	iol. 2: Ch/Sec/Sub —		Contributing Code	26	24 8	7	97 Other 99 Unknown	ĺ
8		riol. 4: Ch/Sec/Sub		ride/Override	26 27 I	22 29	30 31 32	33	ļ
	Please fill out for operator/non- Name (Last First Middle)	-mornust gud gji occub	Adtus	DOB/Age Sex	Sezi Safery Pos. System	Airbag Airbag Surine Spritch	Eject Trop legtory Code Code Status	Trussp. Code Medical Facility	
26	Operator/Non-Motorist	· S	ce Above						
	#1 S98000-11-1-200-7 0-9000 11-200-0-1			4					
			<del></del>						]

_	= Direction 1 = Vehicle 1	= Vehicle 2	9 = Pedestrian		
Crash Diagram:	ie: → □ →	2 -	▶}		
	North Pleasant	St		If Crash <u>Did N</u> on a Public W	
		Bilding of complete filters as		Off-Street Parkin	ng Lot
	Meadow St	Pine St		Gamge	(ME)
	<u>( 1                                   </u>			☐ Mall/Shopping C	Center
				Other Private Wi	ау
	North Pleasant	St		North	
Crash Narrative:	•				
72 was operating EB	on Pine St, crossing t	hrough the	four-way int	ersection when	V1
Failed to stop/vield	through the red light	displayed:	for her trav	al lane (SB tra	affic)
and crashed into V2.	V2 in turn slid into	V3, causing	a minor cra	ck in V3's from	nt bumper.
Damage to V1 front 1	oumper, damage to V2's	passenger	side doors,	damage to V3's	front
oumper. No airbag de	ployement, no injuries	, no tows.	Weather was	raining fairly	hard.
Oper of V1 claimed s	ne ran the red light a	and "t-boned	" V2. V2 and	V3 operators	stated
the same.					
	8				
(II)			M		
Witnesses:			Will Edwin		
Name (Last, First, Middle)	Address		P	hoae #	Statement
Time (Dange transport					
				***************************************	
Property Damage:	*	W			
Owner (Last, First, Middle)	Address	Phone #	34-Type Descrip	tion of Damaged Property	<u> </u>
	+				
Truck and Bus Information	Registration #	(From Veb	icle Section)		25
Carrier Namo			C	urier Issuing Authority Code	35
Address		City		St Zip	36
US DOT #:	State Number	Issuing State	ICC #:	Interstate	
Cargo Body Type Code	Pross Vehicle Weight			39	92
Trailer Reg #:	Reg Type Reg State	Reg Year_	Trailer Leng	ih	
Hazmat Information:					42
Placard Material I digit	Material Name		Material 4 digit #	Release cod	•
Patrol Officer Dominick		202	mherst Police	Department Precinct/Barracks	08/15/2011 Date
Police Officer Name (Please Print)	Signature				

Feet NSEW of Or Exit Number    STRONG ST	2 9
AT INTERSECTION:   Collection   NOT AT INTERSECTION:	2 9
EAST PLEASANT ST  Route# Direction Name of Roadway/Street  At  STRONG ST  Route# Direction Name of Intersecting Roadway/Street  Also at Intersection with  Feet NSEW of Route# Intersecting Roadway/Street  Route# NSEW of Route# Intersecting Roadway/Street	-   2   -   11   -   11
1   Route#   Direction   Name of Roadway/Street   Route#   Direction   Address #   Name of Roadway/Street	-   2   -   11   -   11
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Route# Direction Name of Intersecting Roadway/Street Landmark	
Please Select One of the Following: Vehicle 12_#Occupants	
License is SDOB/Age / Reg # Reg Type Reg State	20
Se: Lio. Class D 18 Lic. Restrictions 1 19 CDL Veh Year Veh Mak Veh Config. 1	
4 Operator Last Fine M6480 Owner Last Sine M6480	- 1 12
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73 Please Select One of the Following: Vehicle 21 #Occupants Non-Motorist A Type 14 Action 15 Location 16 Condition 17 Hit/Run M	oped
Licegse #StDOB/Age Reg #Reg Type Reg State ]	=
Sex Lic, Class B Lic, Restrictions 1 19 CDL Veh Year Veh Make Veh Config. 4	20)
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Please fill out for operator/aon motorist and all occupants involved  26 27 28 29 30 31 32 33 Seat Safety Arring Arring Code Code Code Stary Hunger	cility
Name (Last First Middle)  Address  DOB/Age Sex Pos. System Stocks Code Code Stocks Code Medical F.  Operator/Non-Motorist  See Above	
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	Commonwealth of Massachusetts										
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<sup>3</sup> 3	Please Select One Vehicle 14 #C	Occupants   Hill	Run Moped			11	-29	3-A		-	
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62	Viol. 3: Ch/Sec/Sub/ Viol	. 4: Ch/Sec/Sub	/ Und	erride/Override	1 25	Tower	<u>2</u> 8	7	, (	6 >> Cada	
L	Please fall out for operator	and all occupants in		DOB/Ags	Sex Por	at Safety	28 29 Airbeg Airbeg States Smitch	30 31 Eject Trap Code Code	32 33 Injury Tran Status Cod	sp. Medical Facility	1 13
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72	Menting Chapter	<u> </u>		14	15	لج	16	17		<del>'</del>	┨
2	Please Select One of the Following: Vehicle 2.1 #0	Occupants Non	-Motorist A Type	Action	Loca	tion	Condi	ion	HI/	Run Moped	
	License#St	DOB/Age UZ/	Reg	# _		10	_ Reg Type		Reg S	itate 20	ì
	Sex Lic. Class D 18 Lic. Rest	rictions 19 C	DL Veh	Year	Veh 1	Make			Yeb Cor		
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-	= Direction 1	= Vehicle I 2	= Vehicle 2	X = Pedestrian		
Crash Diagram:	ie: 👈 🔟	<b>→</b> _2	<b>→</b>	₹		
		E. Pleas	sant St.		If Crash <u>Did</u> on a Public	
		-			Off-Street Par	king Lot
	18	Ħ			☐ Garage	
_		<del></del>			☐ Mall/Shoppin	g Center
-	V1 POI	·			Other Private	Way
Eastman	→ (L.J.E.) V2 Ln. 18 (7)	8	POI = Point Of I	(K)	Nort	h
Crash Narrative:						
V1 traveling EB on E	astman Lane ap	proaching	intersecti	on of Eas	t Pleasant Stre	et. V2
traveling SB on East	Pleasant Stre	et approa	ching inter	rsection o	f Eastman Lane.	As V1
attempts to enter in	tersection whi	le EB tra	ffic signal	l is green	, V2 travels SB	through
intersection while S	B traffic sign	nal is red	. V1 front	bumper th	en impacts V2 p	assenger's
side rear wheel/quar	ter panel. Ope	erator of	V2 at fault	t: 89-9, F	ailure to stop/	red light.
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	4				<u> </u>	
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Witnesses: Name (Last,First,Middle)		Address			Phone #	Statement
THE CAME (AMERICAN AMERICAN AM						
Property Damage:					<u> </u>	
Owner (Last, First, Middle)	Address		Phone #	34-Type De	scription of Damaged Property	
		•				
			<u></u>			
Truck and Bus Information	Registration #		(From Vehi	cle Section)		35
Carrier Name					- Carrier Issuing Authority Code	
Address			City		St Zip	
US DOT#:	State Number		Issuing State	1CC #:	Inters	ate 36
Cargo Body Type Code	Gross Vehicle Weight	38			39	
Trailer Reg #:		Reg State	Reg Year	en 18 1	ra. 1 :53	
Hallet Reg	Reg Type			Iraner	Lengin	
Hazmat Information:						42
1	41				Release c	42
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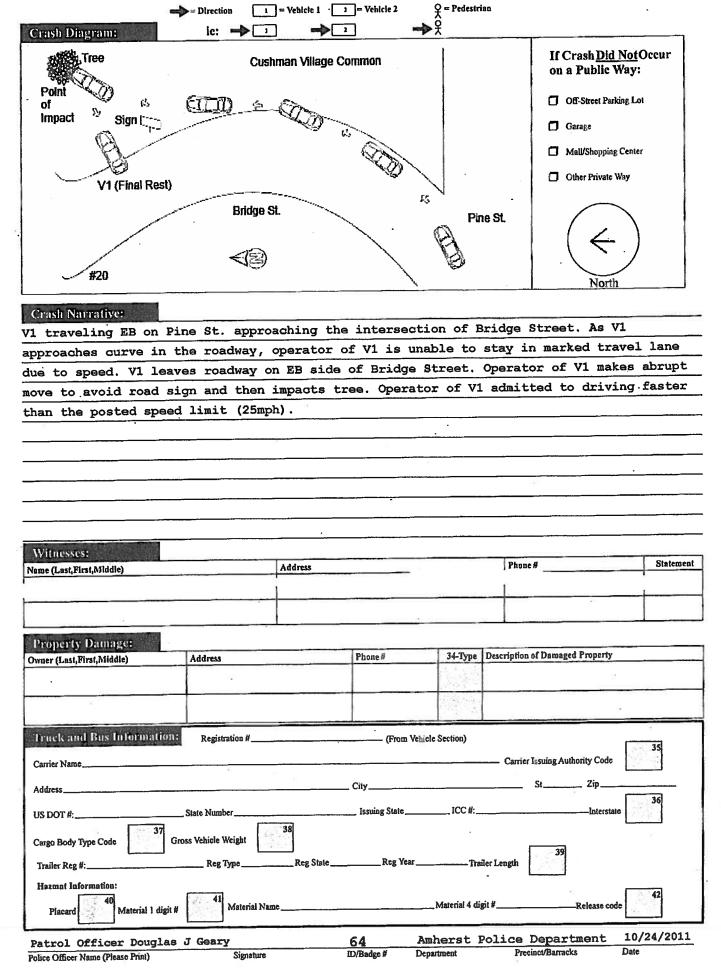
	Commonwealth of Massachusetts									l		
			Iotor Veh		sh N			Speed Lin	uit3(	) Stat	te Police  cal Police  DTA Police	l
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<sup>1</sup> 1	Route# Direction	Name of Roadway/Street		Route# Directi		ress#		Name	of Roady	vay/Stre	el	2 10
		At		Feet [	V S E W	of —			— or .	- To-1	it Number	$\vdash$
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-		Also at Intersection with	·		N S E W	R	loute#	Inte	rsecting l	Roadwa	y/Street	- 11
23	Route# Direction Name	of Intersecting Roadway/Si	treet .	Feet [	<u>visiein</u>				Landmar			1
3	Please Select One of the Following:	#Occupants Hit/Run	Moped M			11	-31				VII.	
	License # S.	_ DOB/Ag-	Reg	#			Reg Type	_	R	leg State		
	Sex Lic. Class D Lio. Re	estrictions 1 19 CDL_ Endors	Veh '	Year	Veh M	ake .			Vel	o Config	. 1 20	
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_	Address		Addr	ress			E)					
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	Insurance Company			cle Action Prior to		1 2	ַן ער	amaged A	rea Code:	: (Circle	: Up to Three)	10
52	Vehicle Travel Direction: SEW	Responding to Emergency	/7 <u>2</u> Even	t Sequence 3	2 22	22 2		$\overline{\Lambda}$	ĬЛ		0 None 0 Undercarriage	
L	Citation # (If Issued)	_			3	24	(1)∢ .24	<b>-</b>  /	9	3 1	1 Totaled	1
14	Viol. 1: Ch/Sec/Sub Vi			er Contributing Co	30	200			7	و و	9 Unknown	
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	Nume (Last First MS4De)	or and all occupants involve		DOB/Ags	Sex Pos.	Safety A System S	istes Airtus Switch		tp kijury de Status	Transp. Code	Medical Facility	3 '
	Operator	See Ab	oove			1 4	99	0 0	5	1		
			Jan 1							Ш		
<sup>7</sup> 1	Please Scient One of the Following:	#Occupants Non-Mot	orist A Type 1	Action 1	15 Locati	on 4	Condit	ion 1		Hit/Ru	n Moped	
	License # St.	DOB/Age	Reg	#			Reg Type		R	leg State	20	
0		estrictions 19 CDL_ Endors	ement	Year	Veh M	lake			Vel	ı Config		
81	Operator	First 164	Alle .	ress	AST		First		M	Schille		
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	Viol. 3; Ch/Sec/Sub/ Vi	nol. 4: Ch/Sec/Sub	/ Unde	erride/Override	25	Towed_			<u> </u>			
	Please fill out for operator/non- Name (Last Fart Middle)	motorist and all occupants i		DOB/Age	Sex Pos.	Sefety A	28 19 irbeg Airbag tatus Switch	30 3 Eject Tr Code Co	l 12 sp lejsny de Status	33 Treasp. Code	Medical Facility	
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=	= Direction 1 = Vehic	le 1 2 = Vehicle 2	Q = Pedestrian	
Crash Diagram:	ie: 🕕 🔟	<b>→</b> []	→ }	
() = (Pedestrian)			Meadow St	If Crash <u>Did Not</u> Occur on a Public Way:
	North Pleasant St		·	Off-Street Parking Lot
			△ Crosswalk	☐ Garage
	<u>É</u>			Mall/Shopping Center
→ Wilness	} <u> </u>			Other Private Way
o CID	) Fil			
#1177 Hous	se of Teriyaki		Pine St	North
Crash Narrative:	26	· · · · · · · · · · · · · · · ·		
				asant St. Weather was
			me of crash.V1	was in far right turn
lane and slowed in to	raffic. Witness ve	ehicle,		y , was in center
right lane. Pedestri	an, crossed	four lane str	eet from west s	ide of road to east.
was struck by	Collision	caused		
of V1. stoppe	d his vehicle and			on passenger
side (east side) of				
	Photo's, taken	of scene and	V1. V1 was towe	ed by AAA per
request. Witness,		ran into traff		observe apply
brakes just prior to			4	
The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	0011101011   11011			_
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Name (Last, First, Modie)	- Addition			
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Property Dantage: Owner (Last, First, Middle)	Address	Phone #	34-Type Descripti	on of Damaged Property
Otto: (made mademate)		(	127	
			1915 1977	
Truck and Bus Information	Registration #	(From	Vehicle Section)	
Carrier Name			Can	rier Issuing Authority Code
Address		City		
US DOT #:	State Number	Issuing State_	ICC #:	Interstate 36
Cargo Body Type Code	Gross Vehicle Weight			
Trailer Reg #:	Reg TypeRe	g StateReg Ye	ar Trailer Length	39
Hazmat Information:				
Placard Material 1 digit	41 Material Name	•	Material 4 digit #	Release code
	*			
	*	400	Ambonat Bolis	
Patrol Officer Yvonne M Police Officer Name (Please Print)		102 ID/Badge #	Amherst Police Department F	

	THE RESIDEN	Commo	onwealth (	of Massac	husėtts	3	- 111			
	Date of Crash Time of Crash		Motor Veh	icle Crash	Number Vehicles		Speed Limit	112	ate Police Cocal Police Cocal Police Cocal Police Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Cocal Coca	
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L_		At	33 32 33	Feet N	S E W of			or		
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<sup>2</sup> 3	Route# Direction Nam	e of Intersecting Roadway/	Street	Feet N	S E W of					3 11
=				7	-			admark		
3	of the Following: Vehicle 1.1	#Occupants Hit/Rur	Moped		1:	1-31	8-A	C		2
	License # S	_ DOB/Age	Reg		1.750.70	Reg Type	53,5.	Reg Stat		
	Sex Lic. Class D 18 18 Lic. Re	estrictions 19 CDL	· Veh Y	/ea	Veh Make			_ Veh Confi	g. 1 20	1
43	Operatos		rsement Own	e 1		"int	_	Middle		1 12
	Address	N.	Addr	•				y-10-0450		لــــا
	City Star	_ Zij	City.			Stat	e _ Z	ip		
	Insurance Company		Vehic	le Action Prior to Cras	sh 3	_ ~	maged Area	Code: (Circle	e Up to Three)	
51	Vehicle Travel Direction: NSXW	Responding to Emergent	cy? 2 Even	Sequence 22	22 22	22 (2)	<u> </u>	77 1	0 None	
	Citation # (If Issued)	_	Most	Harmful Event 1	23	1	F 3		10 Undercarriage 11 Totaled	ļ
	Viol. 1: Ch/Sec/Sub V	iol. 2: Ch/Sec/Sub		r Contributing Code	6 - 24	24	$V_{\perp}$		97 Other 99 Unknown	
<sup>6</sup> 2	Viol. 3: Ch/Sec/Sub/ V	iol. 4: Ch/Sec/Sub	Unde	mide/Overnide 1	25 Towe	8 ed 2	7	0		
		or and all occupants involv		DOS/Age Su	26 27 Seat Safety Pos. System	28 29 Airbag Ahtog Status Switch	30 31 Bjest Trap Code Code	32 33 Injury Transp. States Code	Modical Facility	1 13
	Name (Last First MGddle) Operator	See A		DOB/Age SE	99	4 99	0 0	5 1	made ( analy	
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				-	+		+			
						$\vdash$	_	-		
[2					Щ_	لبليا				
<sup>7</sup> 2	Please Select One of the Following: Vehicle 21	#Occupants Non-Mo	otorist A Type	14 Action 15	Location	16 Conditi	on 17	☐ Hlt/Ru	n 🔲 Moped	
	License #Si	. DOB/Agt	Reg #			Reg Type		Reg State	c	21
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81	Operate	Endor	rsement Own							
1	Addres:	First Mi	dese Addre	Last CSS		First		Middle		
	Ci Stat	Zip	Cit			Stat	Zi	P		
	Insurance Company		Vehic	le Action Prior to Cras	ь 9	21 Dai	maged Area	Code: (Circle	Up to Three)	
	Vehicle Travel Direction: NSXW	Responding to Emergence	y? 2 Event	Sequence 1 22	22 22	22 2	3	4	0 None	
	Citation # (If Issued)		Most	Harmful Event 1	23		<b>-</b> 9	1	O Undercarriage 1 Totaled	
		iol. 2: Ch/Sec/Sub ——		r Contributing Code	1 24	24		\	7 Other	
	W .	iol. 4: Ch/Sec/Sub	<u> </u>	mide/Overnide 1	25 Towe	d 2 8	7	6 9	9 Uaknown	
	Please fill out for operator/non-		involved	T	26 27 Sent Safety		30 31 Eject Trap Code Code	32 33 Injury Teasip. Stems Code		
	Nime (Last First Middle)		reu	DOB/Age Sex				Stessus Code	Medical Facility	
	Operator/Non-Motorist	See A	bove	1	99	4 33	, v	<b>-</b>		
		16	10							

2	Direction	= Vehicle 1 2	= Vehicle 2	오 = Pedestrian 첫		
Crash Diagram:	ie: →□	· → ·	]	<b>}</b>	2000 Van-1700	
	Pine Street				If Crash <u>Did</u> on a Public V	
					Off-Street Pari	cing Lot
Montagi	e Road	North	Pleasant Street		☐ Garage	
Hamilia	\$500 \$500	<i>(</i> *)			☐ Mall/Shopping	; Center
	. (	\$7A			Other Private	Way
	Meadow Street	V1 🕞		43	North	
Crash Narrative:					•	
th vehicles were	on eastbound	on Meadow S	treet, V1	was direct	ly in front of \	72. V1
gnaled a left tu	rn and entered	the inters	ection. V2	went to p	ass V1 on the ri	ight when
made a sudden r	ight turn to g	o onto Nort	h Pleasant	Street, s	triking V2. The	front
ssenger side of	V1 struck the	front drive	r side of	V2. Operat	ors both stated	no injury
	E# S					
			+	N <sup>‡</sup>		
		==		12		
					=	
Witnesses:		1			Phone#	Statemen
lame (Last,First,Middle)		Address	-		1 uoue #	
·			The second second		ļ	
					**	
AND SAME OF A STREET	ı					
Property Damage:	Address		Phone #	34-Type Des	cription of Damaged Property	
nvner (Last, First, Middle)	Aduless			457-431		
				22.5		
						00000
Truck and Bus Informa			(From Vel		· Carrier Issuing Authority Code	35
Address			_ City		St Zip	97
US DOT #:						36 ste
Cargo Body Type Code	Gross Vehicle Weight	38			39	
Trailer Reg #:	Reg Type	Reg State	Reg Year_	Trailer I	ength	. %
Hezmat Information:	41 Material I	Name		Material 4 digit #	Release co	42 ode
Placard Material 1	digit #					
	ies I Demon		121	Amherst Pol	ice Department	09/27/201
etrol Officer Jess	ICA II Demoni			epartment	Precinct/Barracks	Date

Route# Direction Name of Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Also at Intersection with Feet NSEW of Route#  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  License Select Onc of the Fellowing:  St DOB/Age Reg # Reg # Reg Ty	Lat. Local Police MBTA Police Other. Content of Roadway/Street
Route# Direction Name of Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Also at Intersecting Roadway/Street  Also at Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Feet NSEW of Route#  Please Scient Onc of the Following:  Vehicle 12 #Occupants Hit/Run Moped 11-35  License i St DOB/Age Reg # Reg # Reg Ty	Name of Roadway/Street  or Exit Number
Route# Direction Name of Roadway/Street  At  Feet NSEW of Mile N  Also at Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Please Select One of the Following:  Vehicle 12 #Occupants Hit/Run Moped  License t St DOB/Age Reg # Reg # Reg Ty	Name of Roadway/Street  or  arker Exit Number
Route# Direction Name of Roadway/Street  Route# Direction Address #  Feet NSEW of Mile N  Also at Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Route# Feet NSEW of Route#  Please Select Onc of the Fellowing:  Vehicle 12 #Occupants Hil/Run Moped  License i St DOB/Age Reg # Reg Ty	Name of Roadway/Street  or  arker Exit Number
Route# Direction Name of Intersecting Roadway/Street  Also at Intersection with  Route# Direction Name of Intersecting Roadway/Street  Route# Direction Name of Intersecting Roadway/Street  Please Select One of the Following:  Vehicle 12 #Occupants Hit/Run Moped  11-3!  License i St DOB/Age , Reg# Reg Ty	
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Also at Intersection with  Feet NSEW of  Route#  Route#  Plane Scleet One of the Following:  License i  St DOB/Age Reg #  Reg Ty	Intersecting Roadway/Street
Route# Direction Name of Intersecting Roadway/Street  Feet NSEW of  Route#  Route# Direction Name of Intersecting Roadway/Street  Please Select Onc of the Following: Vehicle 12 #Occupants Hit/Run Moped  License: St DOB/Age ' Reg # Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type Reg Type	Intersecting Roadway/Street
Please Select One of the Following: Vehicle 12 #Occupants Hit/Run Moped 11-35  License i St DOB/Age Reg # Reg Ty	
License:  St DOB/Age Reg # Reg Tyr	Landmark
License: St DOB/Age Reg # Reg Tyr	
19 19 19	JZ AC
1 18 18 19	Reg State
Sex _ Lic. Class D Lic. Restrictions CDL Veh Yea Veh Make	Veh Config. 1
Operator Owner test	Middle
Address Address.	
City State City S	tate Zip
Insurance Company Vehicle Action Prior to Crash 1 21	Damaged Area Code: (Circle Up to Three)
Vehicle Travel Direction: SEW Responding to Emergency? 2 Event Sequence 40 22 21 22 22 22 22	3 4 0 1
23	9 0 None 10 Undercarriage
Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub / Driver Contributing Code 19 24 2 24	T Or Other
1 4101. 1. C10360300	7 6 99 Unknown
VIOL 5: Ca/Sec/Sub	30 31 32 33
Please fill out for operator and all occupants involved Nume (Last First Middle)  Address  DOB/Age  Set  126  27 28  570  Abtress  DOB/Age  Set  Post  System  Suits  Switzs	130 31 32 133 143 143 143 143 143 143 143 143 143
Operator See Abova 1 1 4	0 0 3 2 HEDICAL
Please Select One of the Pollowing: Vehicle 2 #Occupants Non-Motorist A Type 14 Action 15 Location 16 Cond	lition Hit/Run Moped
Durit	peReg State
18 18 19	20
Endorsement Endorsement	
Operator Owner Last First M540%	Möddle
Address Address	
City	ateZip
msurance Company	Damaged Area Code: (Circle Up to Three)
Vehicle Travel Direction: NSEW Responding to Emergency? Event Sequence	0 None
Citation # (If Issued) Most Harmful Event 1	5 10 Undercarriage
Viol. 1: Ch/Sec/Sub / Driver Contributing Code	97 Other 99 Unknown
Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub / Underride/Override 25 Towed 8	7 6 99 Unknown
	g Eject Trap Injury Transp. h Code Code Status Code Machical Facility
Please fill out for operator/non-motorist and all occupants involved    26   27   28   29   27   28   29   29   29   20   20   20   20   20	h Code Code Status Code Medical Facility
Please full out for operator/non-motorist and an occupants involved    Name (Last First Moddle)   Sect   Software   Sect   S	
Please fill out for operator/non-motorist and all occupants involved Name (Last First Moddle)  Operator/Non-Motorist  See Above	
(Cate Cate and State )	
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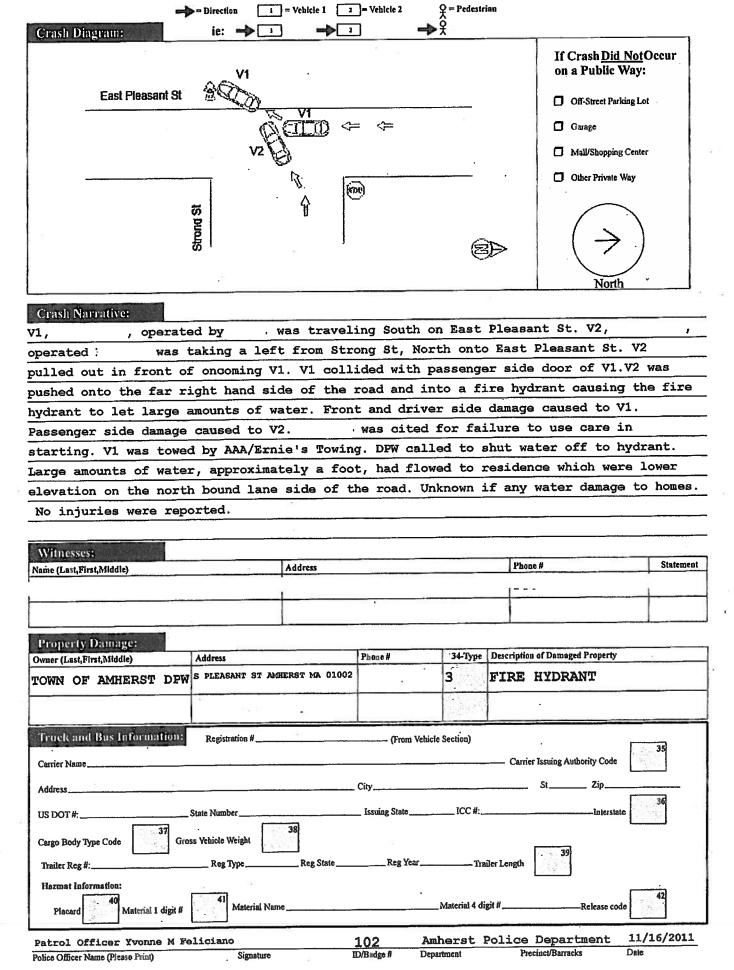


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	Date of Crash 11/07/2011	Time of Crash 0423 24HR	Amhe	City/Town erst	1		icle Cra Report	ish	Numb Vehic		jured	Speed Lin Lat Lon	nit	S M O	tate Police ocal Police fBTA Police other:	
		AT INTER	SECTI	ON:	<	LÓCA	TION	>		NO	TA T	INTE	RSEC	CTIO	N:	
<sup>1</sup> 4	Route# Dire	ction		Name of Roadwa	ny/Street		Route# Dire	ction	1191 Address		ORT	H PL	EAS of Road			2 
				At			Feet	NS	E W of			- • -	or or			
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<sup>2</sup> 1	Route# Dire	ction	Nam	e of Intersecting R	oadway/Street		,_Feet	צ א	E W of			1	Landma	rk		511
3	Please Select ( of the Followi		le 12_	#Occupants	Hit/Run	Moped			1	1-	37	1-2	/C		•	
	License # Se Lic.	· 18	St 18 Lic. R	DOB/Ag.	CDL_ Endorsement	Reg #	<b>l</b> ear		Veh Make	Re	ед Турс		1	Reg Sta	20	J
43	Operator	Last		First	Middle	_ Own		Lest	٠. ٠	7	First		)	Viddle		- 1 12
<sup>5</sup> 1	Address  City Insurance Comp  Vehicle Travel I  Citation # (If Iss  Viol. 1: Ch/Sec/	Direction: N		— /iol. 2: Ch/Sec/Sub		City Vehice Event Most Drive	le Action Prior to Sequence 1 Harmful Event	22 1 ode	22 22 23 6 24	2	1	maged Ar	Zip ea Code	5	0 None 10 Undercan 11 Totaled 97 Other 99 Unknown	riage
61	Viol. 3; Ch/Sec/			iol. 4: Ch/Sec/Sub		_ Unde	mide/Overnide	1	25 To	ved 2	29	30   31	1 32	33		
3	Name (Last First &		t for opera	tor and all occupan	See Above		DOB/Age	Sex	Scal Saf Pos. Syst	ety Airbag eth States	Airbag Strate	Code Coo	p lejury Status 5	Transp. Code	Medical Facili	1 13
				,				<u>.</u>		1						
<sup>7</sup> 2	Please Select C		le 2 <u>1</u>	#Occupants	Non-Motorist A	Туре	14 Action	15	ocation	16	Conditi	on 1	10	Hivro	un Mop	ed .
<sup>8</sup> 2	License # See Lic. Operator Address	Class D 18		DOB/Ag estrictions 1 19	CDLEndorsement	Reg # Veh Y Owne	ea _	\ !~!	eh Mak		g Туре.	-	Vel	Reg State	20	
	City Insurance Comp	any _			-	City	le Action Prior to	Crash	1	21	State		Zip ea Code		e Up to Three	e)
	Vehicle Travel I.	<u> </u>	EW	Responding to E	mergency? 99		Sequence 1 Harmful Event	1	22 22 23	22	1	-		3	0 None 10 Undercarri 11 Totaled	iage
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	Name (Last First M			-motorist and out oc	Address See Above		DOB/Age	Sex	Seat Safe Pos. Syste	y Airbig	Alfbag Swizzb	Eject Trag Coda Cod	hijury Sutus 99	Transp. Code	Medical Facilis	7
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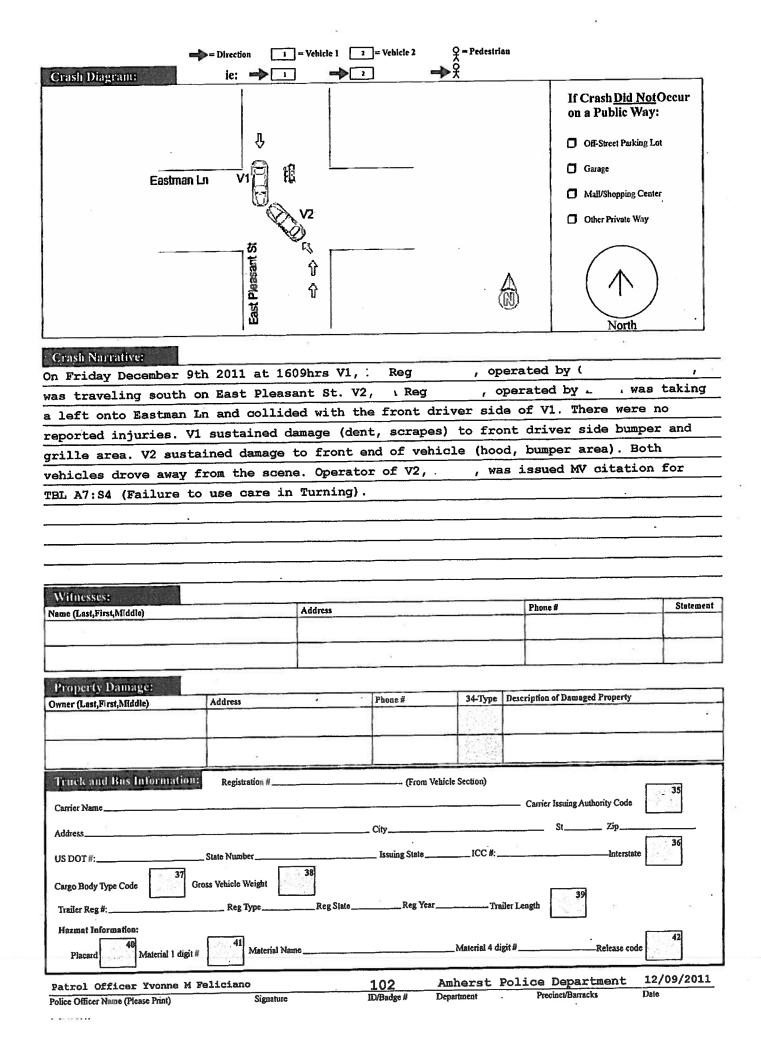
	= Direction 1 = Vehicle 1	2 = Vehicle 2	오 = Pedestrian		
Crash Diagram:	ie: → 🔟 →	· ·	<b>&gt;</b> }		
	Sunderland Rd / Montague I	Rd		on a Public	
	Veh. 1			☐ Garage	
Meadow ST	Veh. 2	Veh. 1 Ve	ine St. h. 1	☐ Mall/Shopp ☐ Other Privat	
	Veh. 2		<u> </u>	Nor	th
Crash Narrative:	62-2-5		ŷ.		
1. Vehicle 1	was executin	g a left turn	from Sun	derland Road or	nto Pine
Street. Vehicle 2	was tra	veling NB on	North Ple	asant Street an	nd -
	owards the intersecti	on. As Vehic	le 1 was t	urning, Vehicle	2 struck
	ear door of Vehicle 1				
passenger door of Ve					
	present upon officer	's arrival.	The operat	or of vehicle 1	,
	t he exchanged his in				
	nd Vehicle 2 left the				
Witnesses:					
Name (Last, First, Middle)	Address			Phone #	Statement
Property Damage: Owner (Last First Middle)	Address	Phone#	34-Type Des	cription of Damaged Propert	y
Owner (Lastinisianidae)	Address				
Truck and Bus Information		(From Vehic		Carrier Issuing Authority Cod	35 e
Address		City		S <sub>1</sub> Zip	
US DOT #:	State Number38	Issuing State	ICC #:	Inters	tate 36
Cargo Body Type Code	iross Vehicle Weight Reg Type Reg State	Reg Year	Trailer L	ength 39	s s
Hazmat Information:  40 Placard Material 1 digit	41 Material Name		Material 4 digit #_	Release o	ode 42
Patrol Officer Rudis R 1	Podriguez	120 A	mherst Pol	ice Department	11/07/2011
Police Officer Name (Please Print)	Signature		partment	Precinct/Barracks	Date

Date of Crash		Com	monwealth	I OT TATUSON	chuseus	and the same	-	
	Time of Crash 1619 As	City/Town mherst		hicle Cras Report	h Number Vehicles 2	Injured	Speed Limit Lat Los	State Police Local Police MBTA Police Other.
	AT INTERSE	CTION:	< 1.00	:ATION >		NOT AT	INTERSEC	TION:
					277	EAST	PLEASAN Name of Roadw	
Route# Direc	etion	Name of Roadway/	Street	Route# Direction	on Address #		Name of Koadw	ray/outer
		# # # # # # # # # # # # # # # # # # #		Feet N	SEW of	Mile Ma	_ • _ or _	Exit Number
Route# Direc	ction	Name of Intersecting Ros		- - - -	SEWof	VIIIO IMA	ikei	
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Route# Direc	ction	Name of Intersecting Ros	dway/Street	Feet [P	<u> สอโตโมโ</u> ช		Landmar	<u> </u>
			(m)	1	1	1 27		
of the Followi	One Vehicle 1	2 #Occupants H	lit/Run Mope	d .		1-2/	8-AC	
License #_\$		St , DOB/Ag-	. R	eg å _		Reg Type	eR	teg State
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Operator	V. F. I		Endorsement O	)wner	_	First		Gdd'e
Address.	Last	First	Middle A	iddress	ust			
City.		_ State _ Zip .	c	Sity		Sta	ık Zip∫	
1	-		. V	chicle Action Prior to (	Crash 1	21 D	amaged Area Code	: (Circle Up to Three)
	pany V A A A A A A A A A A A A A A A A A A		nements 2 E	vent Sequence 1 2	2 35 22 22	22 2	3	4 18
Vehicle Travel	<del>Landin La</del>	Kesponding to E		المنسنار	1 23			0 None 10 Undercarriage
Citation # (If Is				Priver Contributing Co.	24	24		97 Other
Viol. 1: Ch/Sec	/Sub/_	Viol. 2: Ch/Sec/Sub				ed 1 8	0	99 Unknown
Viol. 3: Ch/Sec		Viol. 4: Ch/Sec/Sub		Inderride/Overrido	26 27		30 31 32	] 31 ]
Name (Last First)		r operator and all occupants	Adims	DOB/Age	Sent Pon Syste	y Airbug Airbog m Status Smitch	Eject Trap Injury Code Code Status	Transp. Code Medical Facility
-	Operator		See Above		1	4 99	0 0 5	1
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-					니니누			
Please Select of the Follow		21 #Occupants	Non-Motorist A Type	14 Action	Location Location	16 Condi		Hit/Rug Moped
License#.	( <del></del>	St. DOB/Ags.	1	Reg #		Reg Typ		Reg State
Sex _ Lic.	. Class D	Lic. Restrictions 1	CDL \ Endorsement	Veh Year	Veh Make		Ve	h Config.
22.5	Last .	First	35304	Owner	est	Fint	<u>,                                    </u>	540e
Operato								*
Operato Address		•		Address				
"	1	Stat	- <u></u>	Address Cin		St	ate Zip	
Addres:	<u>}</u>	Stat	(		Crash 4	21	amaged Area Code	e: (Circle Up to Three)
Addres:	· ——		(	Ch Vehicle Action Prior to	Crash 4			e: (Circle Up to Three)
Addres:  Ci  Insurance Com  Vehicle Travel	Direction: NS		mergency? 2	Ch Vehicle Action Prior to		21	amaged Area Code	_ 4
Address Ch Insurance Com Vehicle Travel Citation # (If Is	Direction: NS	E Responding to E	mergency? 2	Vehicle Action Prior to	22 22 22 22 1 23	21 22 22 24	Pamaged Area Code	5 10 Undercarriage
Addres:  Ch  Insurance Com  Vehicle Travel  Citation # (If It	Direction: NS	Responding to E  Viol. 2: ClvSec/Sub	mergency? 2	Ch Vehicle Action Prior to Event Sequence  Most Harmful Event Driver Contributing Co	22 22 22 22 1 2 2 2 2 2 2 2 2 2 2 2 2 2	21] 22	Oamaged Area Code	0 None 10 Undercarriage 11 Totaled
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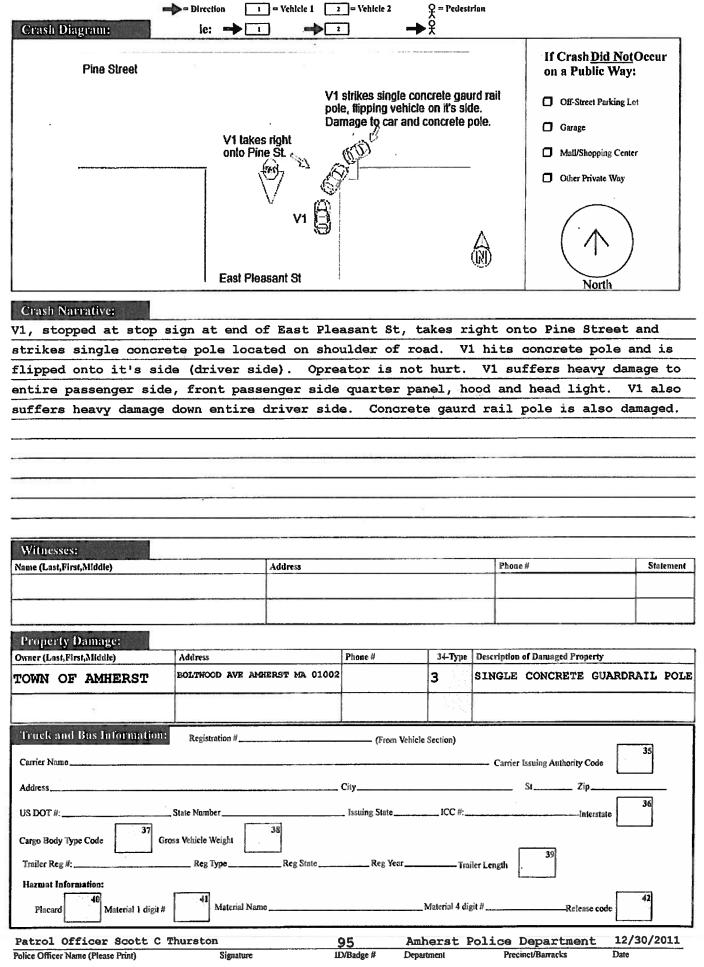
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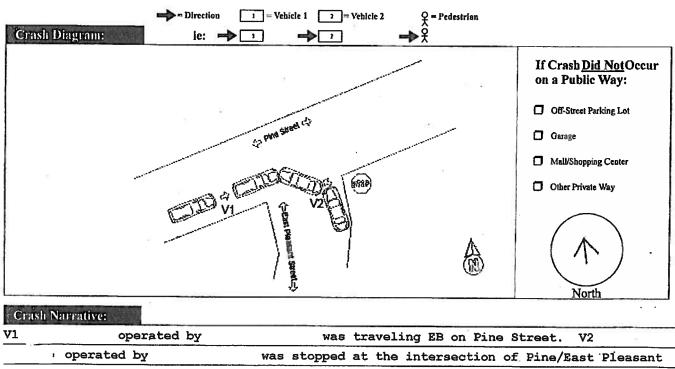
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1	a'	Comr	nonwealth	of Massac	husetts				
	Date of Crash   Time of Crash   12/30/2011   1845   Amhe	City/Town rst	Motor Vel Police	yicle Crash Report	Number Vehicles		Speed Limit Lat Lon	State P Local I MBTA Other:	Police D Police D Police D
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4	Robert Duction	At							2
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1	Route# Direction Name	of Intersecting Roadw	/ay/Street	Peet [14]	> [ E [ 17] OI				
	54550/L234		- II.	<del></del>		4.0		lmark	
	of the Following:  Vehicle 1.1	#Occupants Hit/	Run Moped		11	L-42	4-AC	· · · · ·	
8	License # St.  Sex _ Lic. Class D 18 Lic. Re		Reg DL Veh		Veh Make	Reg Type	363	_ Reg State_1 Veh Config.	1 20
2	Operator Address	Firu	M6ddle Own	ress_		First		Middle	3
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				+	+	-	$\vdash$	++-	
3	Please Select One Vehicle 2	#Occupants Non	-Motorist A Type	14 Action 15	Location	16 Condit	ion 17 [	Hit/Run [	Moped
		DOB/Age	Rea	#		Reg Type		Reg State	
	18 18	estrictions 19 C	DL Veh	Year					20
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	Address	·		ess		Star	te Zip		
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	Cor	nmonwealth	of Massach	usetts				
	Date of Crash Time of Crash 12/31/2011 1210 Amherst		icle Crash Report	Number Vehicles	Number Injured	Speed Limit Lat	State Police Local Police MBTA Police Other.	
	AT INTERSECTION:		VIION >			r intersec		_
		1		474	PINE			2
11	Route# Direction Name of Roadwa At	y/Street	Route# Direction	Address #		Name of Road	way/Street	2
	Route# Direction Name of Intersecting Ro	padway/Street	Feet NS	EW of	Mile Ma	nker or	Exit Number	
	Also at Intersection	on with	Feet NS		Route#	Intersecting	Roadway/Street	-
<sup>2</sup> 3	Route# Direction Name of Intersecting Ro	padway/Street	Feet NS	E W of	III. II II II II II II II II II II II II	Landma	rk	6
<sup>3</sup> 2	Please Select One of the Following: Vehicle 11 #Occupants	Hit/Run Noped		11	-42	5-AC		
	License i St DOB/Age	Reg	<u> </u>	_	Reg Type	e1		
	Sex. Lio. Class D 18 18 Lio. Restrictions 1 19	CDL Veh	Year	Veh Mako.		Ve	h Config. 1 20	8
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-	Addressi State Zip	Addr	CSS	•	Sta	nteZip_	J**	
	Insurance Company	•	cle Action Prior to Crasl	1	21]		e: (Circle Up to Three)	
5	Vehicle Travel Direction: NSXW Responding to E	mergency? 2 Even	t Sequence 22	22 22	22 2	3	0 None	
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2	Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub		erride/Override 1	25 Tower	11	·		
	Please fill out for operator and all occupant Name (Last First Middle)	s involved Address	DOB/Age Sex	26 27 Sent Safety Pos. System	28 29 Airbeg Airbeg Status Switch	30 31 32 Eject Trup bywy Code Code Sutas	Transp. Code Medical Facility	1
	Operator	See Above		99	1 99	0 0 3	1	
٠								
3	Please Select One of the Following: Vehicle 21 #Occupants	Non-Motorist A Type	14 Action 15	Location	16 Condit	tion 17	Hit/Run Moped	
	License # St DOB/Age .	± _ ± · Regi			_ Reg Type	•F	Reg State	
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1	Operato  Addres	Own Addr	1 ***		-	b	Edde	
	City State Zip	Cit		3.5	Ste	le _Zip	<u> </u>	
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	Please fill out for operator/non-motorist and all oc	cupants involved Addres	DOB/Age Sex	26 27 Seat Safety Pos. System	25 29 Airbag Airbag Status Switch	10 31 32 Eject Trep Injury Code Code Status	Transp. Code Medical Facility	
	Operator/Non-Motorist	See Above		99	4 99	0 0 5	1	
				$\Box$	$\neg$			



Crash Na	rrative:								
V1	opera	ted by		was trav	eling	EB o	n Pine Street.	V2	
1 (	operated by		was sto	pped at t	he int	terse	ction of Pine/	East Ple	easant
Street.	was wa	iting at th	e stop sig	n to turn	left	onto	Pine Street.	st	ated
he did no	ot see V1 and	d proceeded	to turn 1	eft, coll	iding	with	•	ت د داد، سا د	51
		-	•				åe.æ		
V1 was to	owed by AT;	V2 was towe	d by ET.	was :	issuec	d MA	citation M8702	809 for	ch90/
s18 (A7:	84 fail to u	se care in	turning).						
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Truck and	Bus Information:	Registration#		(From	Vehicle Se	ction)			
Carrier Name		· ·						1000	35
		_					Carrier Issuing Authorit		
Address				City			St	Zip	
US DOT#:		State Number	\$	Issuing State_		_ICC #:		-Interstate	36
Cargo Body Typ	Code Gr	oss Vehicle Weight	38				,		
Trailer Reg #:_	L	Reg Type		Dag Va			39		
Hazmat Inform		Keg Type		Neg 10	au	Trail	er Length		
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2	***								

Patrol Officer Johanlet Medrano

119

Amherst Police Department Department

12/31/2011

Police Officer Name (Please Print)

ID/Badge #

Precinct/Barracks

Date

Amherst Police Department Call Number Printed: 04/03/2014

For Date: 01/08/2012 - Sunday

Priority Duplicate Call Number Action Call Reason Time

911 - M V Crash P D Accident Report 1730 12-438

991 - Cicia, Joshua Call Taker:

[AMH 5403] PINE/NORTH PLEASANT - 1191 NORTH PLEASANT ST Location/Address:

01/08/2012 1731 1010 - Everett, Stephanie Party Entered By:

PASSING MOTORIST Calling Party:

01/08/2012 1/32 1010 - Everett, Stephanie Party Entered By:

Calling Party: PASSING MOTORIST

01/08/2012 1741 1010 - Everett, Stephanie Party Entered By:

02/22/2013 0822 426 - Jolie, Joy Ann Modified By:

Involved Party:

Race: Sex: SSN: DOB:

312 Thurston, Scott Post:

Arvd-17:34:34 Clrd-17:58:29 Disp-17:30:47

322 Feliciano, Felipe Post:

Arvd-17:39:56 Clrd-17:58:27 Disp-17:35:05

01/08/2012 1738 1010 - Everett, Stephanie Vehicle Entered By:

01/08/2012 1741 991 - Cicia, Joshua Modified By:

Vehicle:

FOR: MOTOR VEHICLE CRASH BY: EKNIE'S TOWING (AAA) TO: ERNIE'S TOWING

Towed:

Race: " Sex: SSN: DOB:

Operator: Owner:

01/08/2012 1739 991 - Cicia, Joshua 01/08/2012 1741 991 - Cicia. Joshua Vehicle Entered By:

Modified By:

Vehicle:

For: MOTOR VEHICLE CRASH BV: ERNIE'S TOWING (AAA) To: ERNIE'S TOWING Towed:

Operator:

. DOB: Race: Sex:

Owner:

01/08/2012 1731 Cicia, Joshua Narrative:

01/08/2012 1746 Cicia, Joshua Modified By:

RP reports MVC at location no injuries. Ernies called for

both vehicles.

01/08/2012 1946 Feliciano, Felipa Narrative:

Assisted with traffic.

OK ID 101

01/08/2012 2014 Thurston, Scott Narrative:

Narrative: 01/08/2012 2257 Johnson, Brian

report reviewed. Ok #74

Page:

Amherst Police Department Call Number Printed: 04/03/2014

For Date: 01/16/2012 - Monday

Priority Duplicate Action Call Reason Time Call Number

Services Rendered

Sex:

Initiated - M V Crash P D 2150 12-869 998 - Del Pozzo, Scott

Call Taker: [AMH 5403] PINE/NORTH PLEASANT - 1191 NORTH PLEASANT ST Location/Address:

311 - Newcomb, Linda Initiated By:

311 Newcomb, Linda Post: Arvd-21:50:00 Clrd-22:12:06

01/16/2012 2156 991 - Cicia, Joshua Vehicle Entered By:

01/16/2012 2157 991 - Cicia, Joshua Modified By:

Vehicle:

Operator: SSN: DOB: Sex:

Owner:

01/16/2012 2212 998 - Del Pozzo, Scott Vehicle Entered By: 01/16/2012 2214 998 - Del Pozzo, Scott Modified By:

Vehicle:

Operator:

Race: DOB: SSN: Owner:

01/16/2012 2151 Del Pozzo, Scott Narrative: 01/16/2012 2214 Del Pozzo, Scott Modified By:

ID#47 out with a MVC near listed location.

01/16/2012 2224 Arocho, Jesus Narrative:

ok82

01/16/2012 2341 Newcomb, Linda Narrative:

> had been WB on Pine St stopped at red lens/intersection with N. Pleasant St. Vehicle was rear

ended by ----

V2 oper stated he could not stop due to the

snow, and slid into V1. No damage V1. V1 driven by

. Front end damage to V2, but no tow needed. The roadway was covered with 1" of freshly fallen snow, and

it was currently snowing at time of this accident. Roads

were slick.

## Amherst Police Department Call Number Printed: 04/02/2014

Page:

For Date: 01/30/2012 - Monday

		***				
Call Number	Time	Call Reason	Action		Priority	Duplicate
12-1738	1212	Radio - M V Crash P D	Services	Rendered	1	. 17
Call Ta		1007 - Houston, Scott				
Location/Addr	ess:	EAST PLEASANT/PINE - 406	PINE ST .			
Party Entered	By:	01/30/2012 1230 1007 - Ho	uston, Scott			
Calling Pa:	rty:	ID47 @ 111 MAIN ST - AMHE	RST, MA 01002 '			•
Pe	ost:	222 Damouras, James	•			•
. Bt	÷1	Disp-12:12:29	Arvd-12:20:16	Clrd-12:30:40		
Arrived	By:	977 - Curtin, Michael		•		
Pe	ost:	20WD4 Newcomb, Linda	~ <b>.</b>	*	(g)	•
		Disp-12:13:08	Arvd-12:13:09	Clrd-12:31:09		
		Chandler, Nicholas		• • • • • • • • • • • • • • • • • • • •		
Vehicle Entered	By:	01/30/2012 1213 1007 - Ho	uston, Scott			
Modified	By:	01/30/2012 1217 1007 - Ho			•1/	
Vehic						
Operat	tor:			#	29	·
•			• 100			
· Own	ner:	2/	٠.			
Vehicle Entered	Bv:	01/30/2012 1213 1001 - no	us			
Modified		01/30/2012 1216 1007 - Ho				
Vehic		,, ==== ==== ====		12 *		125
Operat						
Op02u.		f				
_		• 1000				

Owner:

Narrative: Ul/30/2012 1213 Houston, Scott

id47 on OWD and out with minor crash

01/30/2012 1239 Daly, Brian Narrative:

Ok

Narrative:

01/30/2012 1241 Damouras, James
Ofc. Newcomb explained what transpired before my arrival. V1, ford PU, did stop at stop sign at E. Pleasant st, but failed to use care in starting. V1's oper. failed to see oncoming west bound V2, which was on Pine turning onto East Pleasant. V1's front bumper scraped v2's drivers side

quarter.

Page:

## Amherst Police Department Call Number Printed: 04/02/2014

For Date: 08/16/2012 - Thursday

Call Number Time Call Reason Action Priority Duplicate

12-14693 1533 Phone - M V Crash P D Services Rendered 1

Call Taker: 1010 - Everett, Stephanie
Vicinity of: PINE/EAST PLEASANT - 406 PINE ST

Party Entered By: 08/16/2012 1547 1010 - Everett, Stephanie
Calling Party: ID 114 @ 111 MAIN ST - AMHERST, MA 01002
Party Entered By: 08/16/2012 1551 1010 - Everett, Stephanie
Involved Party:

Party Entered By: Involved Party:

> Post: B12 reliciano, Yvonne Disp-15:33:49 Arvd-15:37:27 Clrd-16:02:41

Vehicle Entered By: 08/16/2012 1548 1010 - Everett, Stephanie Modified By: 08/16/2012 1550 1010 - Everett, Stephanie

Vehicle: Operator:

Operator:

Owner:
Vehicle Entered By:
Modified By:
Vehicle:

08/16/2012 1549 1010 - Everett, Stephanie
08/16/2012 1550 1010 - Everett, Stephanie

Owner:
Narrative: OB/16/2012 1536 Everett, Stephanie
ID 114 reporting signal 8 in listed area.

Narrative: 08/16/2012 1600 Feliciano, Yvonne
... operated by was pulling out into intersection at Pine and E. Pleasant St. VI stopped while pulling out into intersection. operated by

was traveling behing V1. V2 collided with rear bumper of V2. Neither Veh sustained any visible damage.

were given exchange roum and advised to contact their insurance companies. Esxtremely minor crash. #102.

## Amherst Police Department Call Number Printed: 04/03/2014

Page:

For Date: 10/30/2012 - Tuesday

Narrative:

licate
97
122

10/30/2012 2049 Carr, Benton Assisted ID 61. Ok, ID123.

		Commonwealth	ı of Massachı	usetts		
	Date of Crash   Time of Crash   Arnher   24HR   24HR	net	ehicle Crash e Report	Number Number Injured 2 0	Speed Limit State Police Local Police Local Police MBTA Police Other:	
	AT INTERSECTIO	N: < LOO	CATION >	NOT A	INTERSECTION:	
13	Route# Direction 1	Name of Roadway/Street		1177 NORT	PLEASANT ST Name of Roadway/Street	2 
	1	AL.	Feet NS	E W of — — — — Mile Ma	erker or	
<u></u>		of Intersecting Roadway/Street Also at Intersection with	Feet NS	E W of Route#	Intersecting Roadway/Street	
<sup>2</sup> 1	Route# Direction Name	of Intersecting Roadway/Street			Landmark	[3]
3	Please Select One of the Pollowing: Vehicle 1.3	Occupants Hit/Run Mope	d	12-13		
	License # S1 Sex Lio. Class D 18 18 Lic. Res	19		eh Mak	2	
41	Operato Lan ri	rat Mid£e O	hviit Last	¥	MidCe	— 1 <sup>12</sup>
L	Address		ddres	11 <sub>22</sub>		- '
51	Citation # (If Issued)  Viol. 1: Ch/Sec/Sub - Vio	Responding to Emergency? 2 E	fost Harmful Event 1.	21	amaged Area Code: (Circle Up to Three 3 0 None 10 Undercar 11 Totaled 97 Other 99 Unknown	riage
61		11. 4. CIDSCOOLD	faderride/Override 1	10WCU	30 31 32 33	<del></del>
	Name (Last First N6542e)  Operator	r and all occupants involved  Address  See Above	DOB/Age Sex	26 Seat Safety Anbag Suitus Switch 1 4 99	10   31   32   33   15   15   15   15   15   15   15	1 13
		ļ		<del>- - - </del>		
71	Please Select One of the Following:	Occupanis Non-Motorist A Type	14 Action 15 L	ocation 16 Coudi	tion 17 Hit/Run Mo	ped
	License . St Se: Lio. Class D 18 Lic. Res	19	eg#V	Reg Type	Reg State	
81	Operato lass Fo	int Middle	oddress.	II.	M5ddle	_
•	CityState	_ Zip C	ity	Sta	te, Zip.	ì
	Insurance Company  Vehicle Travel Direction:		vent Sequence 1 22 · 2		amaged Area Code: (Circle Up to Thre	:e)
	Citation # (If Issued)/ Viol. 1; Ch/Sec/Sub/ Vio		fost Harmful Event 1	241 . 24	5 10 Undercan 11 Totaled 97 Other	-
			Inderride/Override 1	25 Towed 2 8	7 6 99 Unknown	263
	Please fill out for operator/non-n	notorist and all occupants involved		26 27 28 29 Scot Safety Airbag Airbag Pos. System Surem Switch	30 31 32 33 Eject Trep Injury Teamen. Code Code Stanus Code Medical Facili	
	Nimo (Lest First Middle)  Operator/Non-Motorist	See Above	DOB/Age Sex	Pos. System Surem Series 1 4 99	Code Code Stanus Code Medical Facili	=7
•	Operator Automotion			<del></del>		
	9585000			1 1 1	I- I. I. I I	_

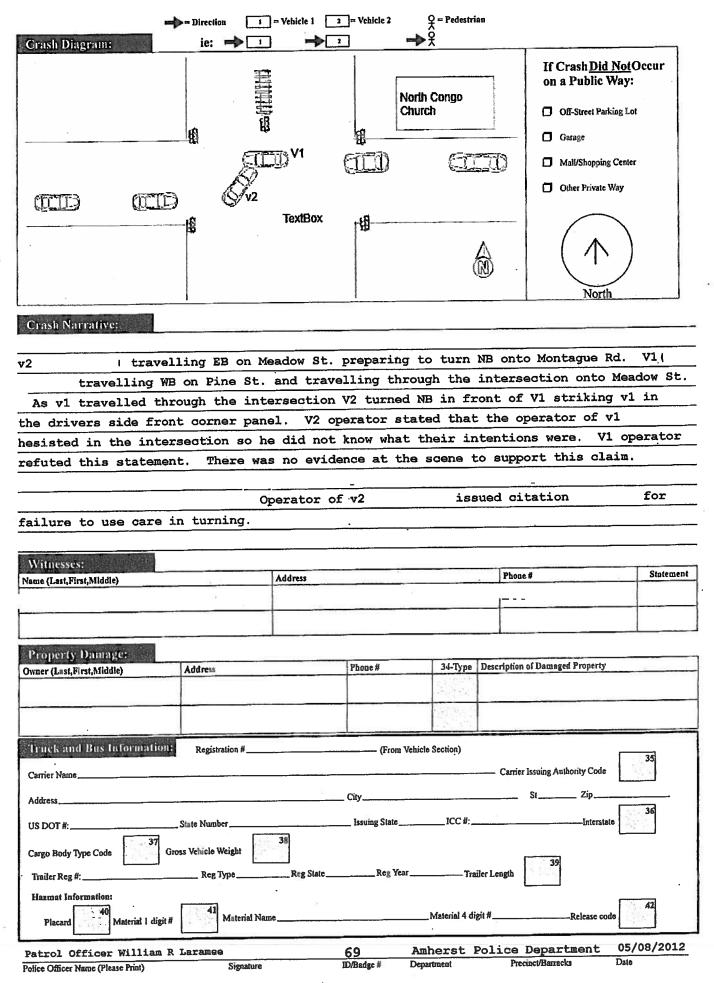
	= Direction 1 = Vehicle 1	1 2 = Vehicle 2	Pedestrian		
Crash Diagram:	ie: → 1 =	-> 2 =	<b>≯</b> <u>X</u>	1 200 1 2012	10
North Pleasant Street				If Crash <u>Did No</u> on a Public Wa	
				Off-Street Parking	Lot
				☐ Garage	
	V1 2 V1			Mall/Shopping Ce	nter
				Other Private Way	
	V2 V2				
	I lawa	-5	æ⊾	$  \langle \rangle$	)
	House ( Teriyak				
				North	
Crash Narrative:					
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behind V1,				o three lanes	
-	ioned his vehicle in				
	lights onto Pine Stre				t lane
	ade a right turn to g				
	stained damage to the				
	the driver side from				issued
	or TBL A7S4 Failure t				
citation, con	tinued pointing to the	e center of th	ne widened roa	dway, indication	ng his
position in the roa	adway.				
.5					
Witnesses:					
Name (Last, First, Middle)	Address		Ph	one#	Statement
3					
east and the same of the same					
Property Damage: Owner (Last, First, Middle)	Address	Phone#	34-Type Descripti	on of Damaged Property	
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Carrier Name			Can	ier Issuing Authority Code	
Address		City		St Zip	
US DOT #:	State Number	Issuing State	ICC#:	Interstate	36
Cargo Body Type Code	Gross Vehicle Weight			_	
Trailer Reg #	17-16	lateReg Year_	Trailer Length	39	٠
Hazmat Information:				Arrise V	
Placard Material 1 di	git # 41 Material Name		Material 4 digit #	Release code	42
Patrol Officer Jessi	on I. Damon	121	Amherst Police	Department 0	4/17/2012
ration Officer Dessi	Signature			recinct/Barracks Da	

		Com	monwealth	of Massa	chuset	ts				
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L <u>.</u>		At		Feet N	SEWO	f — —		• ог	2	
	Route# Direction Nam	ne of Intersecting Road	lway/Street			Mile M			Exit Number	
_		Also at Intersection	with		SEWo	Route#	Inters	ecting Road	way/Street	
<sup>2</sup> 1.	Route# Direction Nam	ne of Intersecting Road	lway/Street	Feet N	SEWo		Le	ındmark	3	11
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<sup>4</sup> 3	Operator Last	First .	Middle Own			Free		NG40s	1	. 12
L		Zip			Crash 4		ale2	· .	ale Up to Three)	
51	Insurance Company	Responding to Eme	rgency? 2 Ever	nt Sequence 1 22	2 22 2		4 9			
7/84	Viol. 1: Ch/Sec/Sub/	/iol. 2: Ch/Sec/Sub	/ Driv	er Contributing Code	19 <sup>24</sup>	- Frank /	$\square$	إللا	97 Other 99 Unknown	
61	Viol. 3; Ch/Sec/Sub	/iol. 4: Ch/Sec/Sub _	Und	emide/Overnide	1 <sup>25</sup> To	owed 1 8			4	
	Please fill out for opera	tor and all occupants in	nvolved Address	DOB/Age	Seet S	27 28 29 slety Airbag Airba stem Sterns Swite	g Ejest Trap b Code Code	32 33 Injury Transp Status Code	Medical Facility 1	13
	Operator		See Above		9		0 0	4 1		
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<sup>7</sup> 2	Please Select One of the Following:	#Occupants No.	n-Motorist A Type	· 14 Action	Location	16 Cond	ition 17	☐ Hit/R	un Moped	
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	Address		Addı	ress				*****		
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	Insurance Company	<b>-</b>		t Semience 22			amaged Area 3		le Up to Three)	
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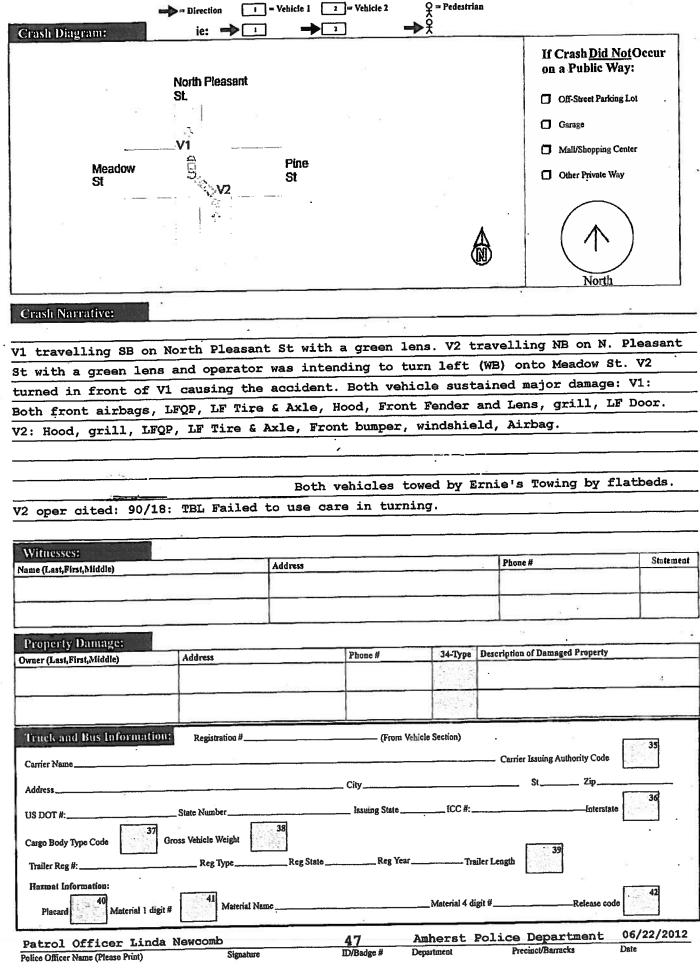
:	Direction	= Vehicle 1	2 = Vehicle 2	Y = Pedestrian		
Crash Diagram:	ie: → 🔼	_ <b>→</b> [	2	<b>→</b> 発		
					If Crash <u>Dic</u> on a Public	
					Off-Street Pa	rking Lot
East Pleasant S					Garage	
·	Vehicle 2	2 🖟	E	)	☐ Mall/Shoppin	or Center
			Ď Ā	•	Other Private	
· .		_ ()			Other Private	Way
	Vehicle 1	Eastman Lane	Vehicle 1	€	Nort	h
Crash Narrative:				·		*
V1 was attempting						
V1 crossed over in						
was traveling Sout						
only green for nor						
was to late. V1 su						
damage to the fron	t end. Both ope	erators in	dicated th	ey did not	suffer any inju	ries from
the accident.				***	<u> </u>	
Both vehicles	were later re	moved from	the scene	•	*	· · ·
		N:				
		•				
Witnesses:	•					
Name (Last, First, Middle)		Address			Phone #	Statement
			•			
				·		
Property Damage:				· · · · ·		
Owner (Last, First, Middle)	Address		Phone#	34-Type De	scription of Damaged Property	
	100-0000 11					
		2			fa ,	
Truck and Bus Informat	ion: Registration#		(From Ve	hicle Section)		
Carrier Name					- Carrier Issuing Authority Code	35
Address			City		St Zip	
US DOT #:	State Number		Issuing State	ICC #:	Intersia	36 te
Cargo Body Type Code	Gross Vehicle Weight	38				
Trailer Reg #:	]	Reg State	Reg Year	Trailer	Length 39	
Hazmat Information:			-		10.3	*
Placard - 40 Material I d	igit # Material Na	sme		Material 4 digit #	Release co	de 42
			- H.		Mary Day and	05/06/2012
Detective Michael Police Officer Name (Please Print)	. W Forcum . Signature			Amherst Po. Department	Precinct/Barracks	Date
					-	

CDP1 11-24-00

				Con	ımonw	ealth (	of Massa	ach	usett	S					
	Date of Crash 05/07/2012	Time of Crash	City	y/Town			icle Cra	sh	Number Vehicle		er Spee	d Limit_	40	State Police Local Police MBTA Police	
	05/07/2012	24HR	Mulers	, L	P		Report		2	2	. Lon.			Other:	_
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									1191	NO	RTH	PLE?	SAN	r st	
11	Route# Dire	ction	Na	me of Roadway	/Street		Route# Direc	tion	Address	Ĭ	N	ame of F	toadway/	Street	2 10
Щ				Al			Feet	NS	E W of		Marker	• —	or	Exit Number	
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<sup>2</sup> 1	Route# Dire	ction	Name of	Intersecting Ro	adway/Street		it meres					Lan	dmark		
3	Please Select	One Vehic	le 11_#0c	cupants 1	tit/Run [	Moped			1	2-1	51	-A(	3 .		
	of the Fallow	ingi		DOB/Age		Peni	_L			Reg	lvne	-	Reg S	State	_
	License !. Sex Lic.	Class D	18 Lic. Restri	19	CDI.		Year					•		20	
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⁴3	Addres:	Last '	First		Middle	Addr							Midsh		_ []
	City.	<del></del>	State	. Zij		_ City					State	_ Z	p		İ
	Insurance Com	pany				Vehic	cle Action Prior to	Crash	1	21	Damag	ed Area	Code: (Ci	rcle Up to Three	e)
51	Vehicle Travel 1	Direction: N	SEX R	esponding to E	mergency? 2	_ Even	t Sequence 1	22	22 22	22	2	$\int_{1}^{3}$	7	4 0 None	
L	Citation # (If Is	sued)	<del></del>			Most	Harmful Event	1	23		1 👉	淖	(	5 10 Undercart	iage
	Viol. 1: Ch/Sec	/Sub/	Viol.	2: Ch/Sec/Sub		Drive	er Contributing Co	ode	1 24		8)			97 Other 6 99 Unknown	
61	Viol. 3: Ch/Sec	/Sub/				Unde	erride/Override	1		wed_1		Я	32 33		4
	Name (Last First)		it for operator a	nd all occupant	s involved  Address		DOB/Age	Ses	26 2 Seat Sea Pos. Sys	en Seites	29 10 tirbug Ejec mittab Cod	t Trep Cross	32 33 Injury Trac Status Co	up.	1 13
		Operator			See Above				1	2 2	. 0	0	4 1		
72	Please Select		te 2 <u>1</u> #0	ccupants 1	Non-Motorist A	А Туре	14 Action	15 L	ocation	16 C	ondition	17	П ни	Run Mop	ed
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		lease fill out for o	perator/non-mo	torist and all oc	cupants involve	d	DOB/Age	Sex	25 2 Seat Sai Pos. Sys	ity Airbeg /	29 30 Listing Eject Stinch Cod	t Thup Cook	32 33 Injury Tran Status Co.	SP.	ity
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		Commonwealth	of Massach	usetts		10 02
	Date of Crash Time of Crash City/To	Motor Vel	icle Crash	Number Number Vehicles Injure		State Police Local Police MBTA Police
	06/22/2012 2117 Amherst	Police	Report	2 2	Lon.	Other:
	AT INTERSECTION:	< 1.0C/	ATION >	NOT	AT INTERSECT	ION:
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4	Route# Direction Name	ANT ST of Roadway/Street	Route# Direction	Address #	Name of Roadwa	y/Street
4		At	- [17]	r w		2
	MEADOW ST	10-1-10-1	Feet NS	EW of — Mile	— • — or _ Marker	Exit Number
		rsecting Roadway/Street t Intersection with	Feet N S	E W of		
1	a		Feet NS	E W of	Intersecting Ro	oadway/street 3
1	Route# Direction Name of Inte	rsecting Roadway/Street	5717485		Landmark	
	Pleave Select One   Vehicle 11 #Occup	pants Hit/Run Moped		12-1	79-AC	Ž.
	of the Following:		<u> </u>			
	License # St DO	B/Agı Reg		Reg T	•	20
	Sex Lio. Class D Lic. Restriction	ns 2 CDL Veh	Year \	Veh Mal.	Veh C	Config. (1
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_	Address	Add	ress			—— <u> </u>
	City State .	Zip City		Tota as	State _ Zip	غ
	Insurance Company,	, Veh	icle Action Prior to Crash		Damaged Area Code: (	Circle Up to Three)
1	Vehicle Travel Direction: NXEW Resp.	onding to Emergency? 2 Eve	nt Sequence 1 22	22 22 22	Kin	0 None
_	Citation # (If Issued)	Mo	at Harmful Event 1	23	<b>→ □</b>	5 10 Undercarriage
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1	Viol. 3: Ch/Sec/Sub / Viol. 4: C	Ch/Sec/Sub/ Und	erride/Override 1	25 Towed 1	י ע	•
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	Operator	See Above			0 0 3	
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	of the Pollowing: Vehicle 2 1 #Occup	pants Non-Motorist A Type	Action	Location	addour .	Interes California
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1	Operati First	Ow	ne) last	First	) MG-4	dle
	Address	Add		<u> </u>		
	City State _	Zip City			StateZîp	
	Insurance Company		icle Action Prior to Crash	4 21	Damaged Area Code: (	Circle Up to Three)
		onding to Emergency? 2 Eve	nt Sequence 1 22	22 22 22	3	4 0 None
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		Commonwealth	of Massachi	ısetts		
	Date of Crash Time of Crash City/1 09/07/2012 1742 Amherst	L	icle Crash Report	17-1-intend Technologic	Speed Limit 25 S L  Lat M  Lon O	tate Police
	AT INTERSECTION:	Marketon Activities to	TION >		INTERSECTIO	
				406 PINE	ST	2
<sup>1</sup> 1	Route# Direction Name	e of Roadway/Street At		Address #	Name of Roadway/St	2 10
L			Feet NS	of — — - Mile Ma	uker or E	Exit Number
	TOBIES DESIGNATION	tersecting Roadway/Street at Intersection with	Fcet NSI	Route#	Intersecting Roads	way/Street
<sup>2</sup> 1	Route# Direction Name of In	stersecting Roadway/Street	Feet NS	E[W] of	Landmark	1 11
3	Please Select One Vehicle 1 1 #Occa	upants Hit/Run Moped	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	12-24		
L	of the Following:  License f. St. D	OB/Aga Reg	#	Reg Тур	o Reg St	
	Sea Lio. Class D Lio. Restricti	ions CDL Veh	YearV	eh Make	Veh Con	fig. 1 20
41	Operato:	NEdže Owi	• *	Fast	NS650	3 12
L	Address State		ress		ate Zip	
	City. State		icle Action Prior to Crash	1 21 0	amaged Area Code: (Circ	cle Up to Three)
<sup>5</sup> 2	Vehicle Travel Direction: NSE Res		nt Sequence 10	22 22 22		0 None
L	Citation # (If Issued)		SI LIMITALI EACH	23 1		10 Undercarriage 11 Totaled 97 Other
6	Viol. 1: Ch/Sec/Sub/ Viol. 2:		ver Contributing Code  Jerride/Override 99	22	7 6	99 Unknown
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	Name (Lest First MSASS)  Operator	Address See Above	DOB/Age Sex	Pos. System Status Swite 99 4 99	99 99 5 1	Medical Facility 24
	Operation					
			-			
<sup>7</sup> 3	Please Select One Vehicle 2 #Occ	cupanis Non-Motorist A Type	Action 15	ocation 16 Cond	ition 17 He/I	Run Moped
	License # St E	19	3#	-	Reg St	20
0	Sex Lic. Class Lic. Restrict	Endorsement	YearV	G G		
81	Operator Last First Address	Middle	Last iress	First	Milita	
	City State	Zip City	y	(5000.01)	ate Zip	
	Insurance Company		nicle Action Prior to Crash	21 I	Damaged Area Code: (Cir.	· · ·
	1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		ent Sequence	23	12 5	0 None 10 Undercarriage
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	Please fill out for operator/non-moto	orist and all occupants involved	DOB/Aga Set	26 27 28 29 Sest Safety Alrhag Airbs Pos. System States Swite	g Eject Trap injury Imass th Cude Cude Status Code	al l
	Operator/Non-Motorist	See Above				

Crash Diagram: ie: =	<b>→</b> □ - <b>→</b> [	<u>₁</u> →	È		
		East Stree		If Crash <u>Did Not</u> on a Public Way:	
		East Pleasant Street	•	Off-Street Parking Lo	
	860	Ħ		Garage	
Appen phonograms and displayed a second continued that the se		Approximation (1.10 to 1.10 to		☐ Mall/Shopping Center	
V1 V1		**		Other Private Way	
<u>لان شن _</u> V1	200				
Company of American		6 68 6 325			ŀ
Pine Street	41-3-10 3 3 154		$(\mathbb{N})$		
			$\Delta$	\ \ \ \ /	
*			,	North	
Crash Narrative:					
-V1, a,	bearing re	eg. ope	rated by	was	
raveling west on Pine Street	t				
-As V1 was traveling on Pine	Street,	lost contro	l of V1 and	veered off the	road.
: said that his brake sy	ystem had give	en out while o	n the road	which resulted i	n him
spinning out and losing contr	rol of his ve	hicle.			
V1 then hit two mailboxes be	elonging to	Pine Street	and Pi	ne Street then c	rashed
into the guard rail.	93			· · · · · · · · · · · · · · · · · · ·	15
On scene reported no	injuries.				
-Information was exchanged be	etween	and the owner			
<u></u>		and the owner	or the mar.	lboxes. The DPW	will
se contacted about the damage			or the mai.	lboxes. The DPW	will
			or the mai.	lboxes. The DPW	will
			or the mai.	lboxes. The DPW	
oe contacted about the damage Wilnesses:			Pho		Statement
witnesses:	ed guard rail				
witnesses:	ed guard rail				
De contacted about the damage Witnesses: Name (Last, First, Middle)	ed guard rail				
Witnesses: Name (Last, First, Middle)  Property Damage:	ed guard rail		Pho	ac#	- 12
De contacted about the damage Witnesses: Name (Last, First, Middle)	ed guard rail		Pho		Statement
Witnesses: Name (Last, First, Middle)  Property Damage:	ed guard rail		Pho	ac#	- 12
Witnesses: Name (Last, First, Middle)  Property Damage:	ed guard rail		Pho	ac#	Statement
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Witnesses: Name (Last, First, Middle)  Property Damage:	Address		Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosphare Phosph	ac#	Statemen
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Witnesses:  Name (Last, First, Middle)  Property Damage: Owner (Last, First, Middle)  Address  Truck and Bus Information: Registration  Carrier Name  Address  US DOT #: State Number  Cargo Body Type Code  Trailer Reg #: Reg Type	Address Address	Phone # (From Vehicle City	Section)  Carrie  ICC #:	n of Damaged Property er Issuing Authority Code St Zip	Statemen 35
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Witnesses: Name (Last, First, Middle)  Property Damage: Owner (Last, First, Middle)  Address  Carrier Name  Address  US DOT #:	Address Address  Part   State   Reg State	Phone # (From Vehicle  City	Section)  Carrie  ICC #:  Trailer Length	n of Damaged Property  er Issuing Authority Code  St	Statemen 38

	<u> </u>			Com	monwealth	of Ma	assach	usetts				,	
	Date of Crash 1 10/01/2012 1	Time of Crash	Amhe	City/fown	Motor Vel			Number Vehicles		Speed Li	mit 40	State Po Local Po	lice
	10/01/2012	.902 24HR	Allule	rst	Police	Repo	rt	3	0	Lon		Other:	Police U
	A	T INTERS	SECTION	ON:	< LOC	ATION	>		NOT A	TINTE	ERSECT	TION:	
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4	Route# Direction	on		Name of Roadway/S	treet	Route#	Direction	Address #		Name	of Roadwa	ay/Street	2
	1			At			Feet NS	E W of		<u> </u>	— or	Exit Nu	mber
	Route# Direction	on	Name	e of Intersecting Road Also at Intersection	<del> </del>	20	Feet NX	lE Wor	MILE		TMAN	-	
2			•	Auso at intersection	WILL	1	Feet NS		Route#			oadway/Str	eet
<sup>2</sup> 1	Route# Direction	Da .	Name	e of Intersecting Road	lway/Street						Landmark		
3	Please Select On	○ X Vehicle	. 11	#Occupants H	t/Run Moped			1:	2-2	81-2	AC	•	edisanese .
	of the Following:										Re	a State	
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	Sex Lic. Cla	222 D		estrictions (E	Godomomont Ow		<del></del>			1,			
<sup>4</sup> 3	Address	last		First	MidIe	lress	Test		ادوع		Mid	idje	1
	City		State	_ Zip.	City				s	tate			-
	Insurance Compan	ıy <u></u>		-	Veh	icle Action 1	Prior to Crasi	2	21	Damaged A	rea Code:	(Circle Up t	o Three)
<sup>5</sup> 1	Vehicle Travel Dire	ection: S	EW	Responding to Euro	ergency? 2 Eve	nt Sequence	1 22	22 22	22 2	$\overline{}$	17	4 ) 0 No	ne
<u> </u>	Citation # (If Issue	:d)		_	Мо	st Harroful E	ivent 1	23	1	<b>4</b>	闻		dercarriage
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<sup>6</sup> 1	Viol. 3: Ch/Sec/Sul			riol. 4: Ch/Sec/Sub _		lerride/Over	ride 1	25 Tow					
	Name (Last First Midd		for operat	tor and all occupants i	nvolved Address	DOB	/Age Sex	26 27 Seat Safery Pos. System	Altheg Airt Stahm Swi	ag Eject T	31 32 Frep Injuny Orde Status	33 Trezap. Oode Med	Scal Facility 1
		Operator			See Above			1	4 4	0 0	5	1	
			011.00000000000000000000000000000000000										
	<u> </u>	10.		+						$\sqcap$	$\Box$		
	-								++	++	$\top$		
<sup>7</sup> 2	Please Select On	50		#Onemarks Day	7	14 Acti	15	Location	16 Can	dition	17 .	lit/Run	Moped
_	of the Following		e 2 <u>4</u>	#Occupants No	n-Motorist A Type	Acu	04	LOCABOB		14163			a proped
	License #	18	Si	DOB/Agr	_ Reg		127	101	Reg Ty	pe		g State	20
	Ser Lic. Ch		Lic. R		Endorsement	Year		Veh Mak			Veh	Config.	
81				Fire	MGGGs Ow		lad	-	Fires		Mid	i de	
	Addres		State	7:-	Add	ires:		-	s	iate Alexa	Zip U.		
	City  Insurance Compan		State	Ziį			 Prior to Crasl	2	21	-	5	Circle Up t	o Three)
	Vehicle Travel Dire	F-7	EW	Responding to Em		nt Sequence	22	22 . 22	22 2		3	<b>(</b>	1
	Citation # (If Issue	V.V.	1-1"			st Harmful E		23		•	اوا	3 10 Un	A
	Viol. 1: Ch/Sec/Su	•	v	 /iol. 2: Ch/Sec/Sub	/Dri	ver Contribu	ting Code	1 24	24		TL	97 Oth	
	Viol. 3: Ch/Sec/Su			iol, 4: Ch/Sec/Sub _	/Un	lerride/Oven	ride 1	25 Towe	8 d 1	1000	7	6 77 011	
	Pleas	se fill out for op	erator/non	-motorist and all occu		1	,,,	26 27 Sent Safety Pos. System		eg Eject T		33 Fransp. Code Med	Scal Facility
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	Operation		-	+		لــــــــــــــــــــــــــــــــــ			علد ا 				
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		Commonwealth	of Massach	usetts	•	
	Date of Crash Time of Crash City/Tow	m Motor Veh	icle Crash	1 Vahialas I Iniusad I	Speed Limit 40 State	Police D
	10/01/2012 1902 Amherst	Police 1	Report	ا ما دا	at. MBT/	A Police
	AT INTERSECTION:	< LOCA	TION >	NOT AT	INTERSECTION:	
				590 EAST	PLEASANT ST	. 2
<sup>1</sup> 4	Route# Direction Name of	Roadway/Street		Address #	Name of Roadway/Street	
Ц		At	Feet NS	E W of	- • — or	
		ecting Roadway/Street	00 5.02	Mile Mar		Yumber
<u></u>	Also at I	Intersection with	20 Feet NX	Route#	EASTMAN LN Intersecting Roadway/S	Street
<sup>2</sup> 1	Route# Direction Name of Interse	ecting Roadway/Street	Feet NS	E [M] of	Landmark	2 ''
3	Please Select One Vehicle 3.1 #Occupan	nts 🛛 Hit/Run 🔲 Moped		12-28	<del></del>	
	of the ronowing:					
	License # St DOB/	10			Reg State	20
	Sex Lic. Class Lic. Restrictions	Endorsement		ch Make	Veh Config.	
43	Operator unknown Last First Address	2610e	er Last ess	First	Missile	1 12
	City State Zi		¢\$\$	State	Zip	
	Insurance Company		le Action Prior to Crash	21	naged Area Code: (Circle U	
<sup>5</sup> 1	Vehicle Travel Direction: SEW Response			22 22 22 2	3 4	
Ľ.	Citation # (If Issued)		Harmful Event 1	23 04	101	None Undercarringe Fotaled
	Viol. 1; Ch/Sec/Sub/ Viol. 2: Ch/	Sec/Sub/ Drive	r Contributing Code	10 24 24		Other Unknown
<sup>6</sup> 1	Viol. 3: Ch/Sec/Sub/ Viol. 4: Ch/	Scc/Sub/ Unde	mide/Overnide 3	25 Towed 2 8	7 6 37 6	ZAIKIIO WII
L	Please fill out for operator and all Name (last First Midde)	occupants involved	DOB/Age Sex	26 27 28 29 Sent Safety Airbug Airbug Pos System Status Switch	30 31 32 33 Eject Trup Injury Transp. Code Code Status Code A	Medical Facility 1
	Operator	See Above	DODAGO SEL		0 0 99 1	
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<sup>7</sup> 2	Please Select One	L -	14 15	16	17	
	of the Following: Vehicle 4#Occupan	Non-Motorist A Type	Action	ocation Condition	HIVRun	Moped
	License # St DOB/	/Age Reg#		Reg Type	Reg State	20
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<sup>8</sup> 1	Operator	Owne	eriast	Fea	MSSSSe	
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	CityStateZi		le Action Prior to Crash	21	Zip Zip	
	Vehicle Travel Direction: NSEW Respond			22 22 22 2	3 4	7 to Timee)
	Citation # (If Issued)		- ا	23	100	lone Indercarriage
	Viol. 1: Ch/Sec/Sub/ Viol. 2: Ch/S		r Contributing Code	24 24		otaled Other
	Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/S			25 Towed8	7 6 99 U	Inknown
	Please fill out for operator/non-motorist a	and all occupants involved		26 27 28 29 Sest Safety Airbag Airbag	10 11 32 33 Eject Trep hejury Transp.	
	Name (Lant First Middle)  Operator/Non-Motorist	Address See Above	DOB/Age Sex	Pos System Status Switch	Code Code Status Code M	Sedical Facility
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<b>-&gt;</b> :	Direction	le 2 X = Pedestrian	
Crash Diagram:	ie: → 1 → 1	<b>→</b> }	
_	East Pleasant St	8	If Crash <u>Did Not</u> Occur on a Public Way:
	AFD North		
	1度 概	8	Off-Street Parking Lot
Eastman Lar	ne ·		☐ Garage
	<b>4</b>   <u>a</u>   5		☐ Mall/Shopping Center
28	UMass PD	1 9	Other Private Way
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	<i>i</i>	26	
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Crash Narrative:

V1 had been NB on E. Pleasant St, stopped at a red lens with Eastman Lane. V2 behind V1, also stopped in traffic for the red lens. V3 proceeded NB on E. Pleasant St, failed to stop and rear ended V2. V3 then backed up and proceeded forward again, again striking V2. This pushed V2 into V1. V3 then backed up again and swerved around both V2 and V1 and left the scene proceeding NB on East Pleasant St. Witness had just turned onto E. Pleasant St from Eastman Lane and observed accident take place. V3 described as a white or light green PU Truck with wooden rails as the bed sides, older model in the 80's, with a plate on the front saying AMERICA. Operated by a WM with possible facial hair. ("AMERICA" was embedded into the rear bumper of V2 from this collision). UMass PD made an area search for V3: negative. No PI. V2 towed by AAA, who was contacted directly by vehicle owner.

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ame (Last,First,Middle)	<del>-</del>	Address			Phone#	Statemen
Property Damage:	<b>%</b> .					
wner (Last,First,Middle)	Address		Phone#	34-Туре	Description of Damage	d Property
						8%
brick and Rus Inform	ation: national					
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Carrier Name			City		St	Zip
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Carrier Name	State Number	38	City	ICC #:	St	Zip
Carrier Name	State Number	38	City	ICC #:	St	Zip

	Comr	nonwealth	of Massacl	husetts		•		
Date of Crash Time of Crash 10/30/2012 1848 Amhe	City/Town		icle Crash	Number Vehicles	Number Injured	Speed Limit		State Police Local Police MBTA Police
24HR			Report	2	0	Lon		Other:
AT INTERSECT	ION:	< LOC	TION >		NOT AT	INTER	SECTI	ON:
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Route# Direction Nam	ne of Intersecting Roadw	ay/Street		-		La	ndmark	*********
Please Select One of the Following: Vehicle 11	_#Occupants	Run Moped		12	-33	5-A	C.	•
License # S	DOB/Age - ' /	-/ + 5 - Reg	<u> </u>		Reg Type	*	Reg S	tate
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Insurance Company,	•	Vehic	ele Action Prior to Crași	h 1 2	] Da	maged Area		cle Up to Three)
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Operator	Se	e Above		1 4	1	0 0	5 1	
			-					
		37-9807-1						
Please Select One of the Following:	#Occupants Non-	Motorist A Type	14 Action 15	Location	16 Condition	on 17	□ ния	Run Moped
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City Stat	Zi	City.			State	ZiZi	P	*
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. Please fill out for operator/non- Nume (Last First Middle)		ets involved	DOB/Age Sex	26 27 3 Seet Selety Air Pos. System St.	18 29 thag Airbag 1818 Switch	30 31 Eject Trap Code Code	32 13 Injury Transp Status Code	Medical Facility
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		i prije		•		Mall/Shopping C	enter ·
	A Total					Other Private Wa	y
		Vehicle 1					
East Pleasant St.		- Vehicle 2				North	
Crash Narrative:						1102.11	
/1 was traveling nort	hbound on E.	Pleasant	St. when	the opera	tor stop	ped for a	10
pedestrian crossing t							with V1.
As a result, V2 rear-	ended V1. V1	sustained	l damage t	o the rea	r bumper	and muffle	r. The
estimated value of th	e damage to	V1 is \$500	.00. V2 s	ustained	damage t	o the front	end.
The estimated value o	f the damage	that V2 s	ustained	is \$1000.	00. Both	vehicles w	ere able
o be driven followin	g the collis	ion.					
• 10							
	11		te repet the			(P)	
							*
				82			
		*					
Witnesses:							
Name (Last,First,Middle)		Address			Phone #		Statement
(90)							
Property Damage:							
Owner (Last, First, Middle)	Address		Phone #	34-Туре	Description of I	amaged Property	
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Truck and Bus Information:	Registration #		(From Ve				
Carrier Name	Kegisuauon #		(From Ve		Carrier Issu	ing Authority Code	35
Address	1911	<del>.</del>	City		St_	Zip	
US DOT #:	State Number		Issuing State	ICC#:		Interstate	36
Cargo Body Type Code Gro	ss Vehicle Weight	38	*			Ĺ	
Trailer Reg #:	Reg Type	Reg State	Reg Year	Trail	er Length	39	570
Hazmat Information:					L		
Placard Material 1 digit #	41 Material Nam	e		Material 4 digi	t#	Release code	42
Patrol Officer Benton	J Carr		123	Amherst P	olice De	partment 1	0/30/2012
olice Officer Name (Please Print)	Signature			Department	Precinct/		

		Com	monwealtl	of Massa	chuset	ts		-	
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en Oneson de como distributar		Table of the second res		<del></del>			X 101 - 100   112 -	andmark	
Please Select One of the Following:	Vehicle 1.1	#Occupants H	it/Run 🔲 Mope	d	•	12-3	55-A	.C	
Liceuse A	Si	. DOB/Ag		cg#		Reg Ty	ре	Reg State	
Sex Lic. Class	18 18 L	o. Restrictions - 19		eh Year	Veh Mak	i€		Veh Config	g. 1 20
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Operator. Address		Fi	Middle A	ddress				to from a	<u>-</u> _
City		State Zip.	. (	ity			State	Zip_	.
Insurance Company				ehicle Action Prior to	Crash 1	21	Damaged Are	a Code; (Circle	e Up to Three)
1 Vehicle Travel Direct	on: NXE	Responding to Em	tergency? 2 E	vent Sequence	22 22 2	22 22 2		3 4	0 None
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Viol. 1: Ch/Sec/Sub		. Viol. 2; Ch/Sec/Sub	. / r	river Contributing Co	de 19 <sup>2</sup>			1 1 1 6	97 Other 99 Unknown
1 Viol. 3: Ch/Sec/Sub		. Viol. 4: Ch/Sec/Sub	, .	Inderride/Override	1 25 1	Towed 2		7 6	, J 513125
		perator and all occupants	involved		Seat 1	27 28 2 Safety Airbug Air	9 30 31 beg Eject Trap ich Code Code	bijury Transp.	
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2 Please Select One of the Following:	Vehicle 2.1	#Occupants	ion-Motorist A Type	14 Action	15 Location	16 Con	dition	HIURU	m Moped
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Please Name (Last First Möddle)			upants involved		Sex Pos.	17 78 1 Safety Airbog Am System States Sw		bytony Teacop.	Mecfoal Feeility

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Crash Diagram:	ie: 🔷 🔟	->-	1	<b>→</b> }			
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4 (CT)	क्ष <u>ात्र</u> ा क्षात्र	,		na na <sup>sa</sup> n		Other Private Wa	у
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• .			31 - 17 - 17 - 17 - 17 - 17 - 17 - 17 -			North	
Crash Narrative:						_	W .
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on Meadow St to Pine							long
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Witnesses:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			<del></del>		
Namo (Last, First, Middle)		Address			Phone #		Statement
		1)			1.		
Property Damage:	Address		Phone #	3d Toma II	Description of De	maged Property	
Owner (Last,First,Middle)	Address	-	FEGDE #	34-1ype 11	rescubilion of Di	mageo r roperty	
				231			
Truck and Bus Information:	Registration #		(From \	ehicle Section)			
Carrier Name		8	*		- Carrier Issuir	g Authority Code	35
Address	¥.		_ City		St_	Zip	t .
US DOT #:	State Number		Issuing State	ICC #:		Interstate	36
Cargo Body Type Code G	ross Vehicle Weight	38					8
Trailer Reg #:	Reg Type	Reg State	Reg Year	Traile	Length	39	
Hazmat Information:				-	•		<u> </u>
Placard Material 1 digit #	Material Name			Material 4 digit	#	Release code	
Patrol Officer Glenn M	Jackson		59	Amherst Po			1/12/2012
Police Officer Name (Please Print)	Signature		ID/Badge #	Department	Precinct/B		ate

PINE ST  Routell Direction Name of Intersecting Roadway/Street  Routell Direction Name of Intersecting Roadway/Street  Routell Direction Name of Intersecting Roadway/Street  Peet NSEW of Routell Intersecting Roadway/Street  Peet NSEW of Routell Intersecting Roadway/Street  Landmank  Peet NSEW of Routell Intersecting Roadway/Street  Landmank  Peet NSEW of Routell Intersecting Roadway/Street  Landmank  Peet NSEW of Routell Intersecting Roadway/Street  Landmank  Landmank  Peet NSEW of Routell Intersecting Roadway/Street  Landmank  Landmank  Liotates #, Reg Type Reg State New Config.  Liotates #, Veh Config.  Liotates #, Veh Config.  Liotates #, State Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Notes Note					C	ommo	onwea	lth c	of Mas	sacl	use	etts			1,111	- 7:		- 2	
NORTH PLEASANT ST   Name of Inderesceining Roadways/Street   Ad   Feet   NS E   W of   Miles Mades   Described   Miles Mades   Name of Inderesceining Roadways/Street   Ado as Inderesceining Roadways/Street   Ado as Inderesceining Roadways/Street   Ado as Inderesceining Roadways/Street   Ado as Inderesceining Roadways/Street   Ado as Inderesceining Roadways/Street   Ado as Inderesceining Roadways/Street   Feet   NS E   W of   Road   Independent   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Discribed   Road   Road   Discribed   Road   Road   Discribed   Road		1	03		•	7	(6)				Ve		Injure	d Lat	d Limit	25	SI L M O	tate Police ocal Police IBTA Police ther:	
Routed   Direction   North PLEASANT ST   Routed   Direction   Address #   Nome of Intersecting Roadway/Street   Also as Intersecting Roadway/Street   Also as Intersecting Roadway/Street   Also as Intersecting Roadway/Street   Also as Intersecting Roadway/Street   Also as Intersecting Roadway/Street   Feet   N S E   W of   Routed   Intersecting Roadway/Street   Routed   Direction   Nesse of Intersecting Roadway/Street   Feet   N S E   W of   Intersecting Roadway/Street   Roadway/Street   Roadway/Street   Peet   N S E   W of   Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersection   Roadway/Street   Intersecting Roadway/Street   Intersection   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersection Roadway/Street   Intersect		AT		SECTION	ON:		< 1	OCY	FION	>			NOT	AT IN	TER	SEC	TIO	N:	二。
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Peet   N   SE   N   Or   Mile Market   Distriction   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Name of Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting Roadway/Street   Intersecting	3	Route# Direction	NOR'	CH PL					Route# Di	rection	Addr	ess#		N	ame of	Roadw	vay/St	reet	٦,
Routed Direction   Name of Intersecting Routhway/Street   Peet   N   S   E   W	_				F	At m			Fe.	et NS	EW	of				or _			_  -
Routel Direction  Name of Intersecting Roadway/Street  Feet NSEW of Landausk  Landausk  Landausk  12-413-AC  License # Vehicle 12 #Coccapate		Route# Direction	PIN	ST Name	of Intersection	g Roadway/	/Street				_		Mile	Marker			E	xit Number	$\dashv$
Rotefo   Direction   Name of Intersecting Readway/Street   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landmark   Landm					Also at Inter	section with	8/8	5					Route#	_	Inters	ecting I	Roadw	vay/Street	-
Classics #   Si		Route# Direction		Name	of Intersection	ng Roadway/	/Street		Fe	et NS	EW	of			•				3
License #   St   DB/Age   Reg #   Reg Typo   Reg Slate   Veh Config.   1   20   1   20   1   20   1   20   1   20   20		of the safety of bolding his des			T		15	V.	<b>T</b> .	<del>.</del>		4 0		12	_		<u>k</u>		$\dashv$
Sex Lio. Class   18   18   Lio. Restrictions   99   19   CD    Operators Lat   No.   No.   No.   No.   No.    Operators Lat   No.   No.   No.   No.   No.   No.    Operators Lat   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   No.   N			Vehicl	e 1 <u>2</u>	#Occupants	∐ Hit/Rw	·   니 ›	foped				<u> </u>		Т2	-A	<u> </u>		1.5	_
Sex Lio. Class   18   18   18   18   18   18   18		0.0					<u></u>	Reg#		-			Reg	Гурс	-	R	eg Sta	ite ,	-
Address  City State  Insurance Company  Vehicle Travel Direction:  NEW Responding to Emergency? 2  Event Sequence  Lichion # (If Issued).  Viol. 1: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub / Underride/Override  Please fill out for operator and all occupants involved  Address  Operator  License #,  Sex Lio. Class   95   15   15   15   15   15   15   15		Sex , Lic. Class	D 3	Lic. Re	estrictions 9	CDL Endo	rsement	Veh Y	ear		Veh M	ake.				Veh	Conf		IJL
Address  City State  Insurance Company  Vehicle Travel Direction:  NEW Responding to Emergency? 2  Event Sequence  Lichion # (If Issued).  Viol. 1: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub / Underride/Override  Please fill out for operator and all occupants involved  Address  Operator  License #,  Sex Lio. Class   95   15   15   15   15   15   15   15	3	Operatos	4		First	N	Gdde	Оуда	n	. •			-4 -4 - First			М	jdde		- 1
Insurance Company   Vehicle Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior to Crash   Action Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior Prior	_	Addres						Addre	:55	سامد.									-  -
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Viol. 1: Ch/Sec/Sub		Vehicle Travel Direct	ion: N	EW	Responding	g to Emergen	cy?_ <u>2</u>		•		2 60 1	<u> (</u>	हैंगा `		$\bigvee$	$\Lambda$	)_		iage
Viol. 3: Ch/Sec/Sub					-		,			<u></u>		24	- 24	1	۱/i		ľ	11 Totaled	
Please fill out for operator and all occupants involved Address  Operator  See Above  Please Solve Out See Above  Operator  See Above  Non-Metorist A Type  Action  Isolate Free Notice of the following:  License # St. DOB/Age Reg # Reg Type I Reg State  Sex _ Lic. Class 89   Lic. Restrictions 99   19   10   10   10   10   10   10		Viol. 1: Ch/Sec/Sub								,				8	<u>V 1</u>	<u></u> 7	6	99 Unknown	
Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp			0.00					Unde	mde/Overnde	Ē.			21	29   30	11	32	33	5/4/2	-
Very Solect One of the Following:   Vehicle 21  #Occupants   Non-Motorist A Type   14				t tor operat	OL STIG STI OCC				DOB/Age	Ser	Sest Pos	Safety System	Airbeg A Status 5	irhag Ejor witch Cod	Coca		Trasp. Code	Medical Facili	<sub>by</sub> 1
Vehicle 21		Op	perator			See A	Above				-	99	4 9	9 0	<u> °</u>	5	1		_
License #. St. DOB/Age Reg # Reg Type J Reg State  Sex Lio. Class 99 Lio. Restrictions 99 COL Veh Year. Veh Make J Veh Config.  Operator. Last First M665c Address.  City State Zip Veh Year State Zip.  Insurance Company Vehicle Action Prior to Crash J Damaged Area Code: (Circle Up to Three)  Vehicle Travel Direction: NXE W Responding to Emergency? Event Sequence 22 22 22 22 22 22 22 22 22 22 22 22 22			Y6				1		J			1			-		-		$\perp$
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Sex _ Lio. Class   95   Lio. Restrictions   99   2   CDL		License #.		_	_ DOB/Age	e . : : : : : :		Reg #	٠.	Te.			Reg	Type 🔏				20	<u>-  </u>
Address  City  State Zip Vehicle Action Prior to Crash  Vehicle Action Prior to Crash  Vehicle Action Prior to Crash  Vehicle Action Prior to Crash  Vehicle Travel Direction:  NIXEW  Responding to Emergency? 2  Event Sequence  To 22  To 24  To 24  To 24  To 25  Towed 2  Please fill out for operator/non-motorist and all occupants involved  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Address.  State Zip.  Damaged Area Code: (Circle Up to Three)  To None  10 Undercarriage  11 Totaled  97 Other  99 Unknown  Viol. 3: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Obliver Contributing Code  10 24  Towed 2  Towed 2  Towed 2  Towed 2  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)		Sex _ Lio. Class	99	Lic. R	estrictions 9	9 CDL		Veh Y	Cear,		Veh M	ake_i		-	<del></del>	Veb	1 Conf	ig. 1	]
Address  City  State Zip Vehicle Action Prior to Crash  Vehicle Action Prior to Crash  Vehicle Action Prior to Crash  Vehicle Action Prior to Crash  Vehicle Travel Direction:  NIXEW  Responding to Emergency? 2  Event Sequence  To 22  To 24  To 24  To 24  To 25  Towed 2  Please fill out for operator/non-motorist and all occupants involved  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Address.  State Zip.  Damaged Area Code: (Circle Up to Three)  To None  10 Undercarriage  11 Totaled  97 Other  99 Unknown  Viol. 3: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Obliver Contributing Code  10 24  Towed 2  Towed 2  Towed 2  Towed 2  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)		Operator_	st		FAM -	b	/GGGe	Они	er.	Last			Fire			М	GddCe		-
Vehicle Action Prior to Crash   4   21   Damaged Area Code: (Circle Up to Three)		Addres:			-			Addn	.828					—					-1
Vehicle Travel Direction: NXEW Responding to Emergency? 2 Event Sequence 1 22 22 22 22 2 20 0 None  Citation # (If Issued).  Most Harmful Event 1 23 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		City		State	_ Zip_s	UE 1 UV		-				17 645	21					0	
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Citation # (If Issued).  Most Harmful Event  Viol. 1: Ch/Sec/Sub  Viol. 2: Ch/Sec/Sub  Driver Contributing Code  10 24 9 24 8 7 Other  99 Unknown  Viol. 3: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Undernide/Override  Please fill out for operator/non-motorist and all occupants involved Name (Last First Middle)  Name (Last First Middle)  Address  DOS/Age  Sect Subty Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg Airbeg		Vehicle Travel Direct	tion: N	EW	Responding	g to Emerger	icy? <u>2</u>			1 1	12				N	7			inge
Viol. 1: Ch/Sec/Sub  Viol. 2: Ch/Sec/Sub  Driver Contributing Code  10 3 4 7 6 99 Unknown  Viol. 3: Ch/Sec/Sub  Viol. 4: Ch/Sec/Sub  Underride/Override  1 25 Towed  Towed  Please fill out for operator/non-motorist and all occupants involved  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)  Name (Last First Middle)		Citation # (If Issued)	2		45	·						24	: 0. 24	1	٩	11	ြ	11 Totaled	
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Crash Diagram:	ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:   ie:	Yebicle 2	Y = Pedest	rian	
	North Pleasant Street				h <u>Did Not</u> Occur blic Way:
	1.			☐ Off-Str	eet Parking Lot
				Garage	
		Meadow Street			apping Center
Pine Street				Other F	
	V1 10 V2	•		J Saul	nvaic may
			(		North
Crash Narrative:					
- V1 was stopped at t			nt Street	and Pine Stree	et in the
<ul><li>left hand turning lan</li><li>Upon the light turn</li></ul>			oft orto	Dine Otrock wh	an 370 ashinb
was in the right hand					
subsequently striking					
- Both vehicles proce	eded to the Cumberla	and Farms par	king lot	on Montague Ro	oad. From
that area V2 fled the	scene before giving	g the proper	informat	ion to the oper	ator of V1.
an the fount houses	£ tyl	•		Dan	age observed
on the front bumper of	r vi.				€
Witnesses:	ş				
Name (Last, First, Middle)	Address			Phone #	Statement
Property Damage:				F1	
Owner (Last, First, Middle)	Address	Phone #	34-Type	Description of Damaged Prop	erty
				1)	
•	(50				
Truck and Bus Information:	Registration #	(From Vehi	cle Section)		
Carrier Name			•	Carrier Issuing Authority C	ode 35
Address		City	2.0		
	State Number			=	erstate 36
37	s Vehicle Weight				state
etta gat	100			30	i
Trailer Reg #:	Reg Type Reg State	Reg Year	T	c I enoth	:.
Trailer Reg #:  Hazmat Information:	Reg Type Reg State	Reg Year	——— Traile	r Length	•
*	· ·			#Release	e code
Hazmat Information:	41 Material Name		_Material 4 digit	. 10-1-20-1	Dis Englished

Page: 1

### Amherst Police Department Call Number Printed: 04/03/2014

For Date: 02/13/2013 - Wednesday

Priority Duplicate Action Call Number Time Call Reason Services Rendered 13-2684 1028 Phone - M V Crash P D 977 - Curtin, Michael Call Taker: Location/Address: [AMH 2957] NORTH PLEASANT/PINE - 1191 NORTH PLEASANT ST 02/13/2013 1028 977 - Curtin, Michael Party Entered By: Calling Party: Unknown / 70ر BSO1 Chudzik, John Post: Arvd-10:32:07 Clrd-10:32:10 Disp-10:32:04 02/13/2013 1032 977 - Curtin, Michael Vehicle Entered By: Modified By: Vehicle: Operator: Owner: 02/13/2013 1036 977 - Curtin, Michael Vehicle Entered By: 02/21/2013 1214 426 - Jolie, Joy Ann Modified By: Vehicle: Owner: 02/13/2013 1030 Curtin, Michael Narrative: 02/13/2013 1039 Curtin, Michael Modified By: RP reports that while stopped at lights at listed location a green forester type vehicle ') attempted to pull along side, mirror of RP's vehicle and other veh touched, female operator of other veh got out of her vehicle viewed for

Narrative:

02/13/2013 1511 Chudzik, John

drove off. RP just wanted it on record.

PARTY DID NOT WANT AN INVESTIGATION, ONLY TO REPORT THE

damage (none on either vehicle) called RP an "asshole," and

INCIDENT.

Amherst Police Department Call Number Printed: 04/03/2014

For Date: 03/28/2013 - Thursday

Priority Duplicate Action Call Reason Time Call Number 1 Services Rendered 1552 911 - M V Crash P D 13-5466 977 - Curtin, Michael Call Taker: [AMH 5576] STRONG/EAST PLEASANT - 277 EAST PLEASANT ST Location/Address: 03/28/2013 1557 977 - Curtin. Michael Party Entered By: Calling Party: C11 Humber, Marcus Post: Arvd-16:00:04 Clrd-16:02:05 Disp-15:56:05 C21 Gallagher, Scott Post: Arvd-15:59:22 Clrd-16:09:12 Disp-15:56:17 03/28/2013 1555 977 - Curtin, Michael Vehicle Entered By: 03/28/2013 1605 977 - Curtin. Michael Modified By: Vehicle: Operator: Owner: 03/28/2013 1556 977 - Curtin, Michael Vehicle Entered By: 03/28/2013 1605 977 - Curtin, Michael Modified By: Vehicle: Operator: Owner: 03/28/2013 1557 Curtin, Michael Narrative: RP reports being rear ended at intersection, no injuries.

Narrative:

03/28/2013 2339 Gallagher, Scott SAAB was stopped SB on East Pleasant waiting to turn onto Strong Steet when he was rear ended by Honda. Saab suffered passenger rear bumper damage. Honda suffered driver side front bumper damage. Both vehicle were driveable, no injuries info. exchanged. OK 105

Saab = Metropolitan Honda= Commerce Ins.

e: 1

Page:

Amherst Police Department Call Number Printed: 04/02/2014

For Date: 06/13/2013 - Thursday

Priority Duplicate Action Call Number Time Call Reason Initiated - M V Crash P D 1 Services Rendered 13-10781 1415 977 - Curtin, Michael Call Taker: [AMH 2993] PINE/BRIDGE - 474 PINE ST Location/Address: BX1 - Johnson, Brian BX1 Johnson, Brian Initiated By: Post: Arvd-14:15:00 Clrd-14:29:23 B12 Thurston, Scott Arvd-14:22:51 Clrd-14:29:25 Disp-14:15:37 06/13/2013 1415 977 - Curtin, Michael Vehicle Entered By: 06/13/2013 1418 977 - Curtin, Michael Modified By: Vehicle: Operator: Owner: 06/13/2013 1420 977 - Curtin, Michael 06/13/2013 1422 977 - Curtin. Michael Vehicle Entered By: Modified By: Vehicle: Operator:

Owner:

Narrative: 06/13/2013 1415 Curtin, Michael

Possible MVA.

Narrative: 06/13/2013 1433 Thurston, Scott

Minor MVA btw two listed vehicles. Exchange of information.

Ok 95

Narrative: 06/13/2013 1516 Johnson, Brian

MA REG struck NH reg from behind after operator admitted inattention. Slight damage to right light assembly of

Taurus, slight damage to rear bumper of Volvo.

Page:

## Amherst Police Department Call Number Printed: 04/02/2014

For Date: 07/15/2013 - Monday

Priority Duplicate Action Call Reason Time Call Number 1 Services Rendered Phone - M V Crash P D 1522 13-12622 991 - Cicia, Joshua Call Taker: [AMH 5367] EAST PLEASANT/PINE - 406 PINE ST 07/15/2013 1527 991 - Cicia. Joshus Location/Address: Party Entered By: Calling/Inv. Party:

Post: B11 Jackson, Glenn
Disp-15:25:49

Vehicle Entered By: 07/15/2013 1526 991 - Cicia, Joshua

Modified By: 07/15/2013 1543 991 - Cicia. Joshna Vehicle: Operator:

Owner:
Vehicle Entered By:
Vehicle:
Operator:

Ovner:

07/15/2013 1527 991 - Cicia, Joshua

Owner: Narrative: 07/15/2013 1526 Cicia, Joshua RP reports MVC at location no PI. Amherst Police Department Call Number Printed: 04/03/2014

For Date: 08/25/2013 - Sunday

Call Number Tin	ne Call Reason	Action	Priority	Duplicate
Call Taker: Call Taker: Call Closed By: Call Modified By: Location/Address: Party Entered By: Modified By: Calling/Inv. Party:	1000 - Rushford, Jason 981 - Worthley, William	NT/TILLSON FARM - 601 EAST PLEASANT ST Rushford, Jason	. "	
Party Entered By: Modified By: Involved Party:	08/25/2013 1451 981 - V 08/25/2013 1452 981 - V	Worthley, William Worthley, William		:
Party Entered By: Modified By: Involved Party:	08/25/2013 1453 981 - 1 08/25/2013 1454 981 - 1	Worthley, William		
Party Entered By: Involved Party:	08/26/2013 0636 1000 -	Rushford, Jason		
Post:	B31 Rhoades, David Disp-13:53:15	Clrd-13:59:44		
Post:	B11 Newcomb, Linda Disp-13:58:02	Arvd-14:02:26 Clrd-14:55:05		
Cleared By: Vehicle Entered By: Modified By: Vehicle: Operator:	981 - Worthley, William 08/25/2013 1354 1000 - 08/26/2013 0635 1000 -	Rushford, Jason	*	183
Owner: Vehicle Entered By:	08/25/2013 1355 1000 -	Rushford, Jason	35	
Modified By: Vehicle: Operator:	08/25/2013 1420 1000 =	Rushford, Jason		*
Owner: Narrative:	08/25/2013 1352 Rushfo RP reports involvement in	rd, Jason 2-car MVC, Neg PI.		
Narrative:	(V1) driven by Pleasant at intersection lens. Car contained 2 pas owner: been NB on E. rieasant St turned green. V2 thought proceed. V2 rear ended V1	had been NB on E. with Tillson Farm, stopped at red sengers and vehicle driven by owner, had also and was stopped behind V1. Lens V1 was proceeding and began to causing damage: rear bumper and front bumper of V2 damaged. No ted for TBL Failed to use care in		

# Amherst Police Department Call Number Printed: 04/03/2014

For Date: 10/02/2013 - Wednesday

Call Number	Time	Call Reason	Action	a a	Priority	Duplicate
13-17742	1332	911 - M V Crash P D	Services	Rendered	1	
Call Tak		981 - Worthley, William				
Call Closed	-	983 - Chudzik, Elizabeth 10/02/2013	1413			
Call Modified	_	983 - Chudzik, Elizabeth	מס מעמי		•	
Location/Addre		HOUSE OF TERIYAKI - 1177 NORTH PLEAS 10/02/2013 1335 981 - Worthlev, Will				
Party Entered		10/02/2013 1333 961 - WOLLHIEV, WIII	(6	• E		
Calling/Inv. Par	cy:	W.		•		
Pc	st:	Li vackson, Glenn				
			3:39:25	Clrd-14:13:27		
Cleared	Bv:	983 - Chudzik, Elizabeth		*		
Vehicle Entered		10/02/2013 1335 981 - Worthley, Will	liam			
Modified	By:	10/02/2013 1400 983 - Chudzik, Eliza	beth			
. Vehic	le:					•
Operat	or:	, ·		s	•	
_		= 8 <b></b>				
	er:					
Vehicle Entered		10/02/2013 1338 981 - Worthley, Will	Liam			
Vehic						
Operat	Or;	•	12			
· Own	er:			•	y.	- 2
Narrati		10/02/2013 1333 Worthley, William				
		states they were just involved in a	MVC			
Narrati	ve:	10/02/2013 1413 Jackson, Glenn				
4		was attempting to pass	-	ne left to		
	en	nter turning lane when she side swiped				
		operator was issued citation for				
		olation due to her crossing center li		39.		
		nor damage to both vehicles, paint tr	rangrer.			
	O.K	. 33				

Narrative: 10/02/2013 1531 Lang, Todd ok

#### Amherst Police Department Call Number Printed: 04/03/2014

Page: 1

For Date: 10/23/2013 - Wednesday

Call Number Call Reason Action Priority Duplicate Time

13-19180 0937 Phone - M V Crash P D Investigated

Call Taker: 1013 - Oles, Emily

Vicinity of: [AMH 5576] STRONG/EAST PLEASANT - 277 EAST PLEASANT ST

Party Entered By: 10/23/2013 0939 977 - Curtin, Michael . Calling Party:

Bit Darames, militam Post:

Disp-09:38:29 Arvd-09:41:40 Clrd-10:00:16

10/23/2013 0939 1013 - Oles, Emily Vehicle Entered By:

10/23/2013 1001 1013 - Oles, Emily Modified By:

Vehicle:

Operator:

Owner:

10/23/2013 0939 1013 - Oles, Emily Vehicle Entered By:

10/23/2013 1002 1013 - Oles, Emily Modified By:

Vehicle:

Operator:

Owner:

Narrative: 10/23/2013 0945 Oles, Emily

Two car mvc.

Narrative: 10/23/2013 1018 Laramee, William

V1 had stopped at intersection of Strong St and East Pleasant St. v2 was travelling directly behind vehicle 1. V1 then began to proceed but then stopped quickly as there was a firetruck travelling SB with its emergency lights on. V2 then struck v1 in the rear bumper. Minor damage to both vehicles (v1 rear bumper v2 front bumper.) No injuries. Ecxchange sheet prepared for operators.

### Amherst Police Department Call Number Printed: 04/03/2014

Page: 1

For Date: 11/05/2013 - Tuesday

Call Number Time Call Reason Action Priority Duplicate

13-20196 0853 911 - M V Crash P D Services Rendered 1

Call Taker: 981 - Worthley, William

Location/Address: [AMH 5576] STRONG/EAST PLEASANT - 277 EAST PLEASANT ST

Party Entered By: 11/05/2013 0854 985 - Pronovost, Jessica

Calling/Inv. Party:

Post: Bll Jackson, Glenn

Disp-08:53:54 Arvd-08:56:57 Clrd-09:19:51

Vehicle Entered By: 11/05/2013 0916 981 - Worthley, William Modified By: 11/05/2013 0919 981 - Worthley, William

Vehicle:

Operator:

Owner:

Vehicle Entered By: 11/05/2013 0918 981 - Worthley, William

Modified By: 11/05/2013 0919 981 - Worthley, William

Vehicle: Operator:

Owner:

Narrative: 11/05/2013 0854 Worthley, William

RP reporting a MVC in the area of listed location

Narrative: 11/05/2013 1020 Jackson, Glenn

crashed in to the rear of at the stop

sign on Strong St. damage to front bumper of V1 and rear tail gate of V2. Op of V1 issued citation for

failure to use care in starting. No injuries reported. No tow needed.

ok 59

Narrative: 11/05/2013 1458 Lang, Todd

ok

## Amherst Police Department Call Number Printed: 04/03/2014

Page:

For Date: 12/02/2013 - Monday

Call Number Time Call Reason Action Priority Duplicate

13-21750 1306 Initiated - M V Crash P D Services Rendered

Call Taker: 981 - Worthley, William

Location/Address: [AMH 2991] PINE/EAST PLEASANT - 406 PINE ST

Initiated By: BOWD1 - Contardo, Rita

Post: BOWD1 Contardo, Rita

Arvd-13:06:00 Clrd-13:07:40

Vehicle Entered By: 12/02/2013 1307 981 - Worthley, William

Vehicle:

Operator:

SSN: ·· DOB: Sex:

Owner: Narrative:

12/02/2013 1307 Worthley, William

ID# 125 requests cad, MVC

Narrative: 12/02/2013 1328 Lang, Todd

#125 called in crash while on OWD, narrative to be filled

out.

			Commonwe	alth o	f Massa	chu	setts				-	
Date of Crash 01/07/2013	Time of Crash 1437 24HR	City/Town Amherst			cle Cra Report	- 1	Number Vehicles 2	Number Injured	Speed I Lat Lon	.imit2!	— Loc	te Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police Cal Police C
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				-	Feet	NSE	W of	— — Mite M		— or .		it Number
Route# Direct		Also at In	cting Roadway/Street tersection with cting Roadway/Street			N S E	_	Route#		ntersecting		
Route# Direct	uon	Manie of micise	cuilg Roadway/Succe							Landmar	k	
Please Select O	ne 🔀 Vehicle	12_#Occupant	B HICRUN	Moped			1	L3-4	1-A	.C		i
License #	Class D	St. DOB/A	19	Reg#_ Veh Ye	ear _		•			R	ı Config	20
	Last	First	Middle	Addres		Last	_	First		M	Eddle	.03
Address  City  Insurance Compa  Vehicle Travel D	irection: NS	State Zig	p. ling to Emergency? 2	City Vehicle Event	e Action Prior to	Crash 22 22	2 22	21	Damaged	Area Code	0	Up to Three)  O None O Undercarriage
Citation # (If Issu	red)					-	24	24	<b>4</b>	州	မြ	1 Totaled
Viol. 1: Ch/Sec/S		1101, 2. 0100			Contributing Co			, and		<u>                                      </u>	ത്	7 Other 9 Unknown
Viol. 3: Ch/Sec/S			Sec/Sub/	Unden	ride/Override	1 2	]					
Name (Lest First Mi		for operator and all o	occupants involved		DOB/Age	) s	6 17 Safety Da. System	28 29 Airtug Airtu Status Strit	ig Eject cb Code	Trap (njury Code Status	33 Treasp. Code	Medical Faultry
Lentin (Cost ) is wen	Operator		See Above				3	4 99	0	0 5	1	
	•				<del>!                                    </del>						+	
F	· · · · · · · · · · · · · · · · · · ·		-,		<del> </del>		-	$\vdash \vdash$	++	_	+	
						$\vdash$	4		+		$\vdash$	
Please Select O		21_#Occupant	is Non-Motorist A	Туре	14 Action	15 Loc	ation [	16 Cond	lition	17 0	Hit/Ru	n Moped
License #.		_St_ DOB/	Age .	Reg#	•			Reg Ty	p6.	R	leg State	
Sex Lic. C	Class D 18 1	Lic. Restrictions	CDL_ Endorsement	Veh Ye Oivnei	r	Veb	Make.	First			Config	1 20
Address				Addres								
City		Slate Zij	ρ,	City				s	ale <u>a-a-a</u>	Zip_(		E E • 34
Insurance Compa	nny.			Vehicle	e Action Prior to	Crash	2		Damaged.	Area Code:	(Circle	Up to Three)
Vehicle Travel Di	irection: NS	E Respond	ling to Emergency? 2	Event :	Sequence 1	22 22	22	22 2		3	\ <sup>4</sup> (	0 None
Citation # (If Issu	red)			Most F	Iamful Event	1 23			<b>4</b>	19	_ 1·	0 Undercarriage 1 Totaled
Viol. 1: Ch/Sec/S	Sub	Viol. 2: Ch/5	Sec/Sub/	Driver	Contributing Co	de 5	24	24				7 Other 9 Unknown
Viol. 3: Ch/Sec/S	,	Viol. 4: Ch/S	,	Under	ride/Override	1 25	Towe	d 2 8		7	6 3	Judona
			nd all occupants involved			l se	6 27 at Safety	28 29 Airtes Airte Series Sprin	g Eject	31 32 Trap injury Code States	33 Trensp.	
Name (Last First Mi	ddie)		Address		DOB/Age	Sex Pe	s. System		$\overline{}$		Oxde	Medical Famility
Opera	tor/Non-Motorist		See Above			-	1	4 99	0 0	5	1	
	¥0											
							+	$\vdash$	++		++	

% <b>±</b>	Direction 1	= Vehicle 1	= Vehicle 2	Y = Pedestria	0	
Crash Diagram:	ie: → 🔟	_ →□	2 =	▶}	<u> </u>	
	3		(27) <sub>2</sub>			h <u>Did Not</u> Occur blic Way:
	Meadow St	1			☐ Off-St	reet Parking Lot
2	AS.		243		☐ Garag	
			··		☐ Mail/S	hopping Center
12 m					Other	Private Way
North Pleas	ant St	V1 Fine St				North
						North
Crash Narrative:	perated by		was stopped	at red	light at inter	section of
1, Reg , C ine St. and North I	Pleasant St. V	V1 started	turning ri	ght on r	ed (legal turn	at this
ntersection) and ob	served an uni	known veh	headed Nort	h throug	h intersection	. V1 stopped
gain to allow unknown	own veh through	gh interse	ction. V2	collided	with rear of V	71. V2, . Reg
, operated by		tained fro	nt end dama	age. V1 s	ustained damag	ge to the rear
f the veh.	was issued a	MV citati	on for TBL	failure	to use care in	stopping.
oth vehicles drove	away on thei:	r own powe	r.			
		į.				•
						950
Witnesses:					- T "	Statement
Yame (Last,First,Middle)		Address			Phone #	Statement
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s						
Property Damage: Owner (Last, First, Middle)	Address		Phone#	· 34-Type	Description of Damaged P	roperty
Office (Casquing and Casquing a					72	
			_	18.37		
Truck and Bus Informatio	Registration#		(From Ve	hicle Section)		26
Carrier Name					Carrier Issuing Author	ity Code
			City		St	Zip
Address			-			36
US DOT #:	State Number		Issuing State	ICU#:_		-micizine
Cargo Body Type Code	Gross Vehicle Weight	38			39	4
Trailer Reg #:	Reg Type	Reg State	Reg Year	Tre	iler Length	•
Hazmat Information:  40 Placard Material 1 dig	41 Material N		•		and H and	42
Placard   Material 1 dig	A I Material L	lame		Material 4 O	git #R	elease code
(1) N.I	it#	lame			Police Departm	

Police Officer Name (Please Print)

Signature

ID/Badge #

Department

Precinct/Barracks

Date

		Com	nonwealth	of Massa	achu	setts	;					]
	Date of Crash   Time of Crash   O1/10/2013   1632   Amhex	City/Town	Motor Veh Police	icle Cra Report	- 3	Number Vehicles 2		Speed Lat Lon	Limit	Sta Lo M Ot	ate Police Docal Police BTA Police Diter.	
	AT INTERSECTIO	N:	< LOCA	TION	>		NOTA	T INI	ERSE	CTIO	N:	
<sup>1</sup> 1	NORTH PLE	EASANT ST		Route# Direc	tion A	ddress#		Nas	ne of Road	lway/Str	ccl	2
<u> </u>	PINE ST	At of Intersecting Roady	mulStreet	Feet	NSE	W of	Mile M	• farker	or	Ex	cit Number	2
<sup>2</sup> 1		Also at Intersection w			N S E		Route#		Intersecting	Roadw	ay/Street	3 1
1	Route# Direction Name	of Intersecting Roady	vay/Street						Landma	rk		
3	Please Select One of the Following:	Occupants Hit	Run Moped			2007	13-					
	10 10	DOB/Age trictions 10 P	Di Veh			Make	Reg Ty	pı		Reg State	- 20	
<sup>4</sup> 3	Operator Last i (		Niddle Own	•	Jast		First			Middle		1
	CityStat	Zip_	L City	cle Action Prior to	Crash	1	21	itatı Damaged	_ Zip i Area Cod	e: (Circl	e Up to Three)	1
51	Citation # (If Issued)	Responding to Emer	Mos	t Sequence 1  Harmful Event er Contributing Co	22 22 1 2:	350	22 2	+	Ä	3	0 None 10 Undercarriage 11 Totaled 97 Other	
<sup>6</sup> 1		il, 4; Ch/Sec/Sub	/ Unde	erride/Override	1 2	lowe			7		99 Unknown	
	Please fill out for operator Nume (Last First MFdile)	and all occupants in	volved Address	DOB/Age	8	26 27 Selety Sol. System	Airtog Airt Sutus Svi	30 sag Eject leth Code	Trup Actor Code State	y Transp. Code	MadSoul Facility	1 1
	Operator	s	ee Above		-	5	5 3	3	0 4	1		
				-		+	H	+				
<sup>7</sup> 2				14	15		16		17		Г.,	
	of the Following:	Occupants Nor	<u> </u>	14 Action	Loc	ation	Con	dition			n Nioped	-
<b>a</b>	SexLic. Class 18 18 Lic. Res	_ DOB/AgetrictionsC	DL Veh	# Year		Make		•		-	20	
81	Operator UNKNOWN Last Fi	rst	Middle	er	Last	**	First	5045		Middle		
	CityState_	Zip		ele Action Prior to		1		-	•		e Up to Three)	
	Insurance Company	Responding to Emer	gency? Even	t Sequence	22 22	22	22 2		<u>,</u>	7	0 None 10 Undercarriage	
	Viol. 1: Ch/Sec/Sub / Vio	1. 2: Ch/Sec/Sub		Harmful Event er Contributing Co	1		24	-	<u> </u>	3	11 Totaled 97 Other 99 Unknown	
	Viol. 3: Ch/Sec/Sub/ Vio			mide/Override	1 25	Towe			. 1	6	8	ŀ
	Please fill out for operator/non-m	notorist and all occup	ants involved	DOB/Age	l Is	est Safety ba. System	28 Airbag Abb Status Soái	ag Eject ch Code	31 32 Trap lejury Code States	Transp.	Medical Feeling	
	Operator/Non-Motorist	s	es Above	ļ	-		$\sqcup$			$\sqcup$		
					-	-	$\vdash$	+		H		-
					$\vdash$	+		+	-	H		
	1		(*) (*)	1				1 1				

Crash Diagram:	ie: → □	→ 1	→ X		
	Pine St				Crash <u>Did Not</u> Occur a Public Way:
				0	Off-Street Parking Lot
AL JI File count	C)	North Pleas	ant C4	0	Garage
North Pleasant	.51 _ <del></del>	Nom rieas	an or		Mall/Shopping Center
				0	Other Private Way
	Ø Ui	nknown			
and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t		ming left	•		
	Meadow St 🗎 V	1	-	<b>3</b> 2	
		1			North
Crash Narrative: V2 was operating EB o	m Maadaw St	at the A-war int	ersection o	of Pine Stre	et. N. Pleasant
		an unknown vehi			
oncoming traffic befo					
vehicle, V1 failed to					
scrapes to the rear b					
both front air bags d					
windshield was previo	usly cracked	and believed the	collision	caused the	windshield to
shatter.			£		
·					
was towed be Ernie's	Towing. V1 w	as driven from t	he scene.		
Witnesses:					
Name (Last, First, Middle)		Address		Phone #	Statement
			and the second second		
Property Damage:		98			
Owner (Last, First, Middle)	Address	Phone #	34-Тура	Description of Dama	ged Property
	<del> </del>				
Truck and Bus Information:	Destruction #	(Fr			
Carrier Name	Registration #	(rn		Carrier Issuing A	uthority Code
Address		City		St	
US DOT #:	_State Number	Issuing State	eICC #:_		Interstate
Cargo Body Type Code 37	oss Vehicle Weight	38			
F-5.10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April		100			•
Trailer Reg #:		Reg StateReg	YearTra	iler Length	
		Reg StateReg	YearTra	iler Length	
Trailer Reg #:	Reg Type	Reg StateReg			—Release code
Trailer Reg #:Hazmat Information:	Reg Type		Material 4 di		rtment 08/07/2013

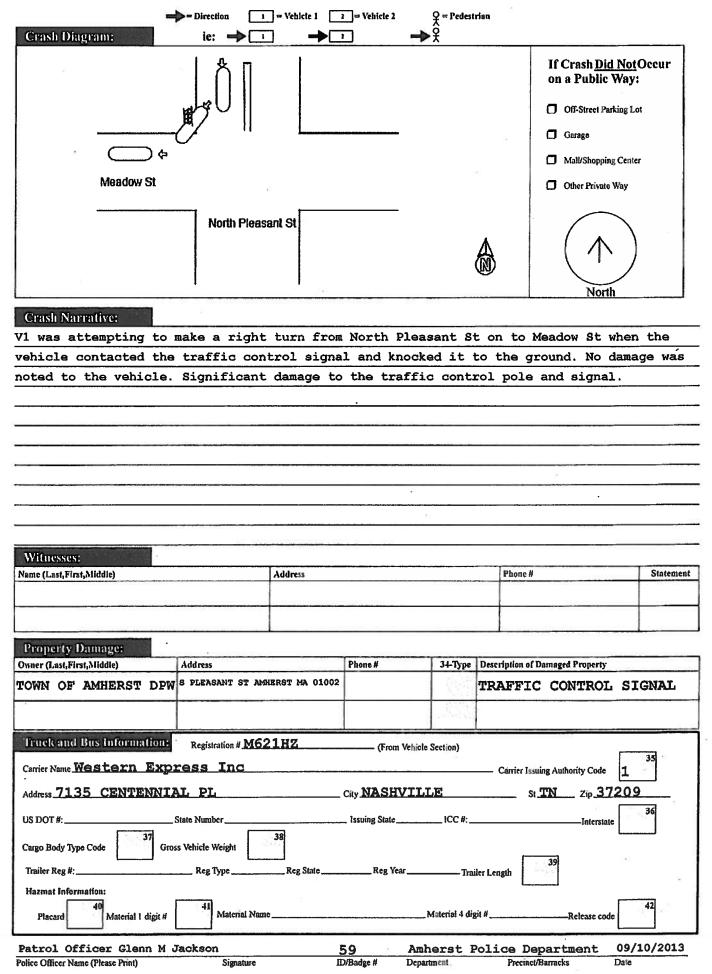
	Com	monwealth	of Massa	chusett	S			g
	Date of Crash Time of Crash City/Town	Motor Veh	icle Cras	h Numbe Vehicle		Speed Limit40	State Police D Local Police MBTA Police	
	02/16/2013   0336   Amherst   24HR	Police	Report	1	0	Lon	Other:	
	AT INTERSECTION:	< LOCA	TION >		NOT A	INTERSECT	ION:	29
				•				
4	Route# Direction PINE ST Name of Roadway/	Street	Route# Direction	on Address A		Name of Roadway	/Street	2 10
<u> </u>	At	9	Feet F	V S E W of		• or		
	Route# Direction EAST PLEASANT ST Name of Intersecting Rose	dway/Street			Mile M	arker .	Exit Number	1
	Also at Intersection	with	No.	VSEW of	Route#	Intersecting Ro	adway/Street .	
<sup>2</sup> 4	Route# Direction Name of Intersecting Roa	dway/Street	Feet [1	NSEW of		<u> </u>		_[1]
					10 F	Landmark C		
3	Please Select One of the Following: Vehicle 12 #Occupants H	lt/Run			13-5	2-AC		_
	Licenso# St _ DOB/Age	Reg	#	2 8	Reg Тур	e Reg	State 20	
	Sex Lic. Class D Lic. Restrictions 1 19	CDL Veh	Year	Veh Make		Veh C		
42	Operator.		ler <u></u>	. a	First	NG4d	ls .	7 .12
2	Address Fint	Add	ress			*5		
	City State. Zip U =	City				ate,Zip_ <u>(</u>	<u></u>	
	Insurance Company	Vehi	cle Action Prior to (		C. 59	amaged Area Code: (0	Circle Up to Three)	
52	Vehicle Travel Direction: X S E W Responding to En	nergency? 2 Ever	,	2 27 22 35 22 27 35 7	22 (2)	NIN	0 None	
<u> </u>	Citation # (If Issued).	. Mos	t Harmful Event	35 23		<b>←</b>   쾪	5 10 Undercarriag	80
	Viol. 1: Ch/Sec/Sub - Viol. 2: Ch/Sec/Sub	Driv	er Contributing Cod				97 Other 99 Unknown	196
63	Viol. 3: Ch/Sec/Sub Viol. 4: Ch/Sec/Sub		erride/Override	75.55	wed 1	,	n	
	Please fill out for operator and all occupants	involved Address	DOB/Age	Sex Pos. Syst	ny Airtes Airte	g Eject Trap ligitary To	ranga Dock Medical Facility	23 <sup>13</sup>
	Operator	See Above		0	5 99	0 0 5 1		
			i .					
								7
		· · · · · · · · · · · · · · · · · · ·	+		++	++++		7
7_			. 14	15	16	17	·-	_
13	of the Following: Vehicle 2#Occupants N	ion-Motorist A Type	Action	Location	Cond	ition H	it/Run Moped	1
	License #StDOB/Age	Reg	#	E1 03	Reg Ty <sub>7</sub>	e Reg	State 20	-
	Sex Lic. Class 18 18 Lic. Restrictions 19	CDL Veh Endorsement	Year	Veh Make		Veh (	Config.	79-11
81	Operatorlast First		nerL	ast	First	Midd	Se .	-
드	Address	Add	ress	That I				-
	CityStateZip	City			0.51	atcZip		-
	Insurance Company	Veh	Icle Action Prior to		22 2 2	Damaged Area Code: (	Circle Up to Three)	
	Vehicle Travel Direction: NSEW Responding to En	nergency? Eve	ot Sequence	22 22 22	事。	M	0 None 10 Undercarries	
	Citation # (If Issued)	Mos	t Harmful Event	23	1	<b>←</b>   ┦	11 Totaled	5
	Viol. 1: Ch/Sec/Sub / Viol. 2: Ch/Sec/Sub	/ Driv	er Contributing Coo		8		6 99 Unknown	
	Viol. 3: Ch/Sec/Sub / Viol. 4: Ch/Sec/Sub	A2	erride/Override		wed	30 31 32	33	- 1
25	Please fill out for operator/non-motorist and all occ	cupants involved  Address	DOB/Age	Sext Pos. Sys	7 28 29 My Airbig Airbi Sen Sudan Swite	g Ejest Trap Injury T h Code Code Suma	ratesp. Code Medical Facility	_
	Operator/Non-Motorist	See Above						_
					$\top$			
			+	- -	+			7
	1		1		1 1	1 1 1 1		

	ie:	= Vehicle 1 2 2	- Vehicle 2	X= Pedestrian	50.03		
Crash Diagram:			. J Pine Street		If Ci	ash <u>Did Not</u> C Public Way:	Occur
		VA B			По	ff-Street Parking Lot	
						arage	
	Pine Street	<b>分</b> 宜工	0-0-0-0-0-0	D.		all/Shopping Center	
		vı 🖺					
					00	ther Private Way	
***************************************	4	ጉ መ			-		
	Street	VI 📴	(WOR)			$\uparrow$	:
	<b>単の!</b>					North	
Crash Narrative:				s <u>* 11</u>			- 1516-0VI
	72						
			le .				<del></del>
			7				
				1.5			
						•	
	* .	F (					
(4)							
7	2			8			
Witnesses:					15. 5	<u> </u>	Statemen
Name (Last,First,Middle)		Address			Phone #		Dittease
		<u> </u>					-
	11						
Property Damage:	11					·	
Owner (Last,First,Middie)	Address		Phone #		Description of Damag	ed Property	
	i	· ·		6 9	HOUSE	·	
AMMERST'S DEPARTMENT OF PUBLIC	HO 586 S PLEASANT ST	AMBERST MA 01002		3	EMENT PI	LLAR	
Truck and Bus Information	Registration#	*	From Veh	icle Section)	— Carrier Issuing A	sthority Code	55 5
Carrier Name			P		St	<u>-</u>	
Address	- % 		Issuing State			Interstate	36
03 DOI #	State Number	38	_ Issuing State	P.C #:		· Interstate	
Cargo Body Type Code	Gross Vehicle Weight				J. 39		
Trailer Reg #:	Reg Type	Reg State	Reg Year_	Trail	er Length		
Hazmat Information:	41	ime	rā	Material 4 dig	ir#		42
Placard Material I digi	Material Na						11 Table 1 Table 1
Patrol Officer Kasey	y J Nagle		<u></u>		olice Depar		2/16/201
Police Officer Name (Please Print)			D/Badge # D	epartment	. PLECTOCADEME	1440	

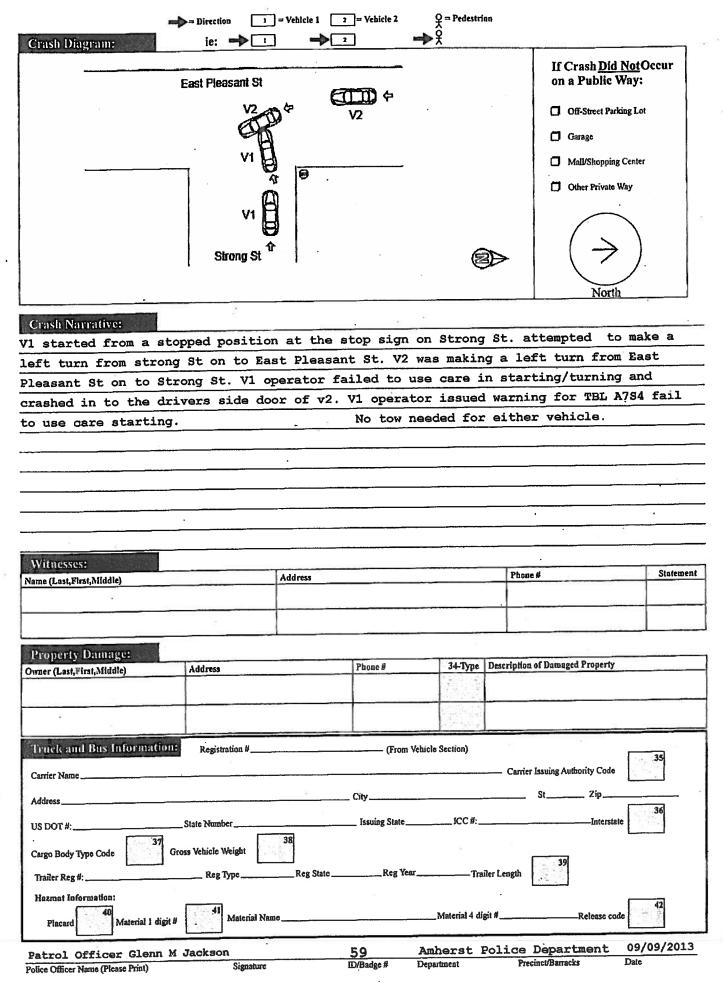
		-7	Com	monwe	alth of	f <b>M</b> assa	chu	setts						
Date of Crash	Time of Crash	1	ity/Town	Moto	r Vehic	cle Cras	h [	Number Vehicles	Numbe Injured		imit	35 St	ate Police Cal Police CBTA Police	
05/01/2013	1824 24HR	Amher	ST	Po	olice R	eport		3	0	Lon		0	her:	1
	AT INTER	SECTIO	N:	<	LOCAT	ION >			NOT A	AT INT	ERSE	CTIO	N:	上
							271							L
		PLEA	ASANT ST	treet	——  <del>-</del>	Route# Directi	on A	ddress #		Nan	ne of Ros	dway/Str	cet	H
Route# Dire	ection		· At											2
	STRO	ONG SI	ŗ			Feet [	SE	W of	— — Mile	◆ Marker	OI	E	kit Number	Γ
Route# Dire	ection	Name o	of Intersecting Road			Feet	VISIE	W of					•	1
		,	Also at Intersection	with	-		NSE	_	Route#	I	ntersectir	ng Roadw	/ay/Street	-
Route# Dir	ection	Name o	of Intersecting Road	lway/Street	[-	Feet [1	A S E	[M] OI			Lando			-  2
	ikus —									~~		шк		1
Please Select of the Follow		le 11_#	Occupants H	¢/Run ☐	Moped			13	3-1	09-	AC			
License #		St.	DOB/Age.		Reg#_			1/1-1	Reg T	уре		Reg Sta	ite	1
	18	18	19	CDL	Veh Ye		Vel:	Make_			٠	Veh Conf	ig. 20	
§ 7	. Class D	Lic. Kes		Endorsement	_ Owner	-								
Operator.	lan			. Mode		1.	W 21			W.		Middle ·		1
Address			· · ·		_ Addres	s		A description		State	7:-	(		
City		State.	. Zip		City.			11.0	21		-		In The sa Theory	
Insurance Con	npany	-,			_ Vehicle	Action Prior to		2		Damageo 2	Area Co	ие: (Сис 4	le Up to Three)	
Vehicle Travel	Direction: N	EW	Responding to Em	ergency? 2	_ Event S	Sequence 1	22 27	200	22		17		0 None	
Citation # (If I	ssued)		•		Most F	Iannful Event	1762	3	1	-	P	(3	10 Undercarriag	1
Viol 1: Ch/Se	c/Sub/	Vic	ol. 2: Ch/Sec/Sub -		Driver	Contributing Co	de   1	. 24	24		<u> </u>	إلا	97 Other 99 Unknown	d.
			ol. 4: Ch/Sec/Sub -			ide/Override	1 2	Tow	d 2	В	,	•		
VIOI. 5. CIDSC			r and all occupants		<del></del>	T T	1	26 27 Best Safety	28 Airtug A	29 30 irbug Eject writch Code	31 Trap in Cross St	32 33 gury Transp stus Code		1
Name (Lest Fire				Address		DOB/Age	3et	Pos. System	Status S		0 5		Medical Pocumy	1
	Орегатог			See Above					-	+-	-	╬-	<del> </del>	+
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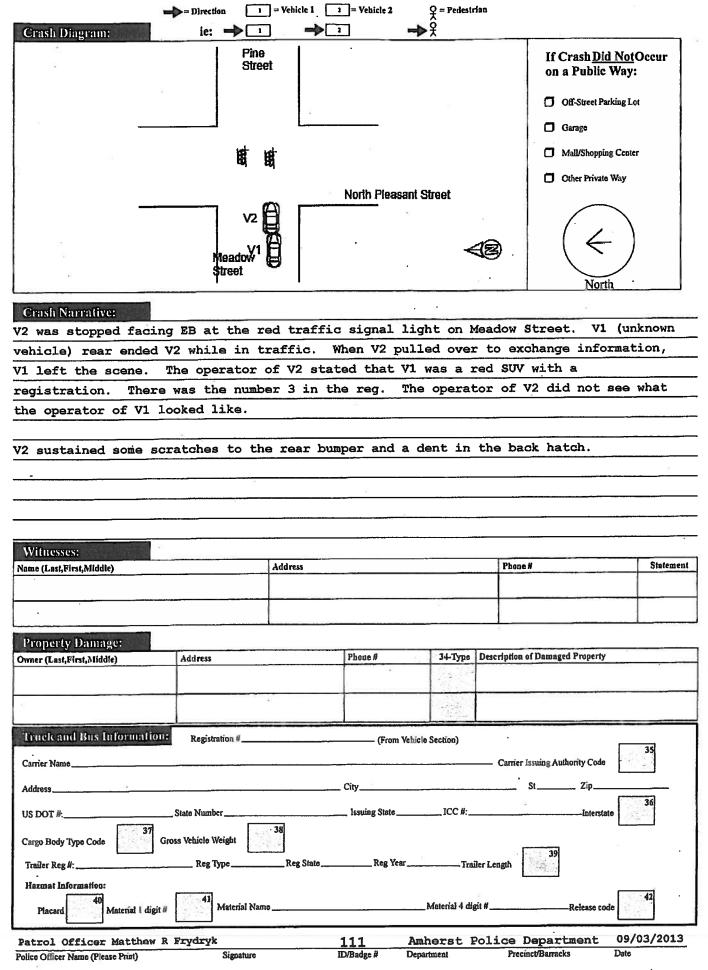
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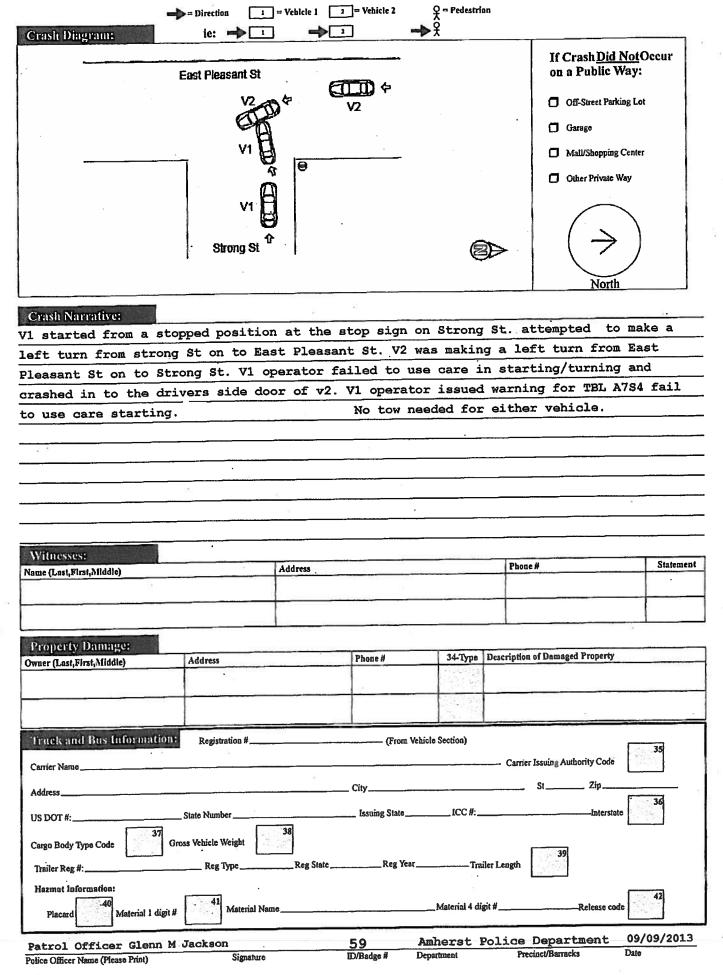
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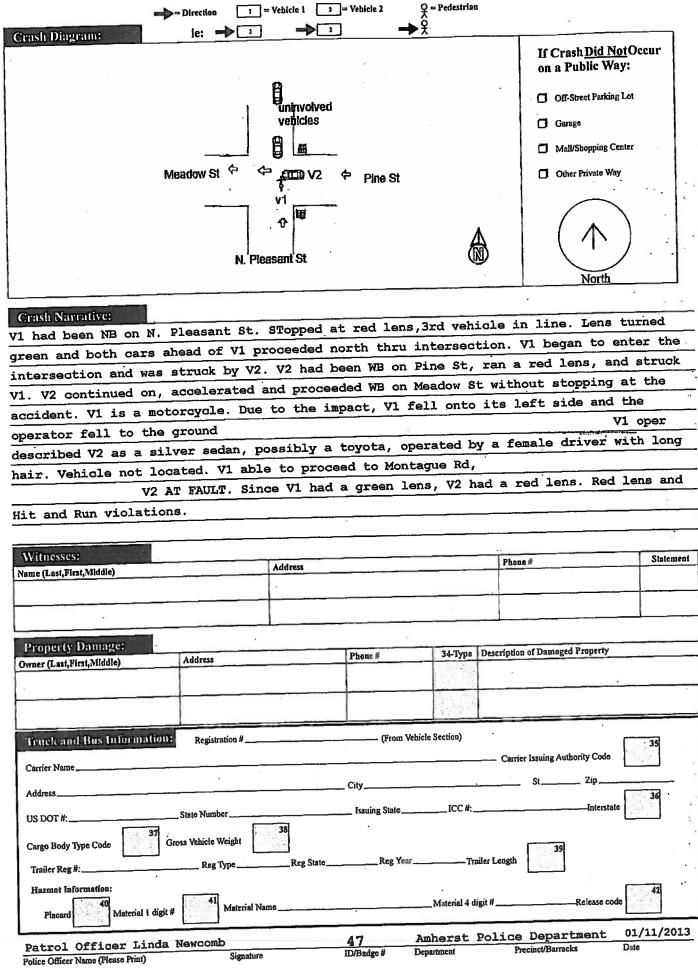
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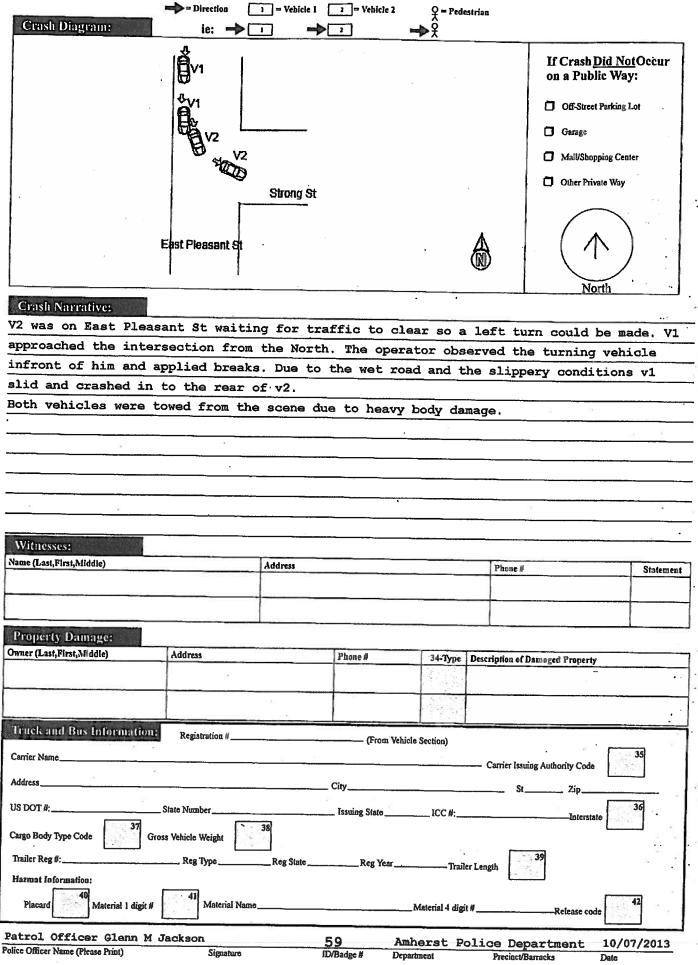
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Route# Direction P1N	Name of Roadway	Street	Route# Direction	Address #		Name of Roa	adway/Street
_	At		East N	S E W of		24	_
Route# Direction EAS	T PLEASANT ST Name of Intersecting Rose		reet [14]	3 2 111 01	Mile Ma	rker	Exit Number
Notice Datesion	Also at Intersection		Feet N	S E W of			339-330
·	12		Feet N	S E W of	Route#	Intersection	ng Roadway/Street
Route# Direction	Name of Intersecting Roa	dway/Sireet	_			Landır	nark
Please Select One of the Following:	le 11_#Occupants   H	it/Run Moped		13	3-26	8-AC	25
License #  Sex _ Lic, Class D 18		CDL Veh		_ Veh Maka	Reg Type	·	Reg State
Operato Lest	Equ		oer		First		Midte
Address	***		ress.				
Cit	State Zip	City			Sta	te.; Zip.	- "
Insurance Company	2/		cle Action Prior to Cr	ash 4	21 Da	amaged Area Co	de: (Circle Up to Three)
Vehicle Travel Direction: N	Responding to Em	ergency? 2 Ever	nt Sequence 28 22	22 22	22 2	3	4
Citation # (If Issued)				8 23			O None 10 Undercarria
1			er Contributing Code		(1)∢		11 Totaled 97 Other
Viol. 1: Ch/Sec/Sub/			F.	13	8	7	6 99 Unknown
Viol. 3: Ch/Sec/Sub /			erride/Override 1	2.5 Towe	28 29	30 31 32	2   33
Please fill Of Name (Lost First Middle)	t for operator and all occupants i	MVOIVEG Address	DOB/Age S	Sent Safety ex Pos. System	Airbag Airbag	Eject Trup freit	rry Transp. cods Medical Facility
Operator		See Abova		1	4 4	0 0 5	1
			+	++-		<del></del>	+
				$\perp$			
Please Select One of the Following:	le 2#Occupants \ No	on-Motorist A Type	14 Action 15	Location	16 Conditi	ion 17	Hit/Run Moped
License #	St DOB/Age	Reg	#		Reg Type		Reg State
Sex Lio. Class	Lic. Restrictions 19	CDL Veh	Year	_ Veh Make		v	eh Config.
OperatorLast	First		er		First		M-45s
Address	- FUN		ess		725.		Files .
City	State Zip	City			Stat	e Zip_	
Insurance Company		Vehi	cle Action Prior to Cra	sh	21 Da	maged Area Cod	le: (Circle Up to Three)
	Responding to Eme	erpency? Even	t Sequence 22	22 22	22 2	3	4
	,		Harmful Event	23			0 None 10 Undercarriag
Citation # (If Issued)		•	9-04-1-21	24	24		11 Totaled
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Please fill out for op	erator/non-motorist and all occu	pants involved	DOB/Age Se	26 27 Sent Safety z Pos. System	28 29 Autog Airbag Status Switch	30 31 32 Eject Enp legar Code Orde State	y Transp. Code Medical Facility
Operator/Non-Motori	it !	See Above					
			+	+++	$\dashv$		
			++	+		+	-
4							

#10351 CRA-63 REV LO 69/01 C003183

## **Trip Generation**

Trip Generation Summary and Distribution

ITE Land Use Code 220

ITE Land Use Code 230

Independent Study



# **Trip Generation Summary**

## Summary;

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
Weekday AM Peak Hour				
ITE Code 220	Apartment	18	72	90
ITE Code 230	Residential Condominium/Townhouse	14	67	81
*Independent Study Rate	Retreat at Amherst	46	76	122**
Weekday PM Peak Hour				
ITE Code 220	Apartment	74	40	114
ITE Code 230	Residential Condominium/Townhouse	64	32	96
*Independent Study Rate	Retreat at Amherst	78	95	173**

## Calculations;

### ITE Land Use Code 220 - Apartment (175 Units)

Independent Variable (X) = Number of Dwelling Units X = 175

<u>Weekday AM Peak</u> Directional Distribution: 20% Entering, 80% Exiting

 $T = 0.49 \times (X) + 3.73$  Enter: 18  $T = 0.49 \times (175) + 3.73$  Exit: 72 T = 90 Total 90

Weekday PM Peak Directional Distribution 65% Entering, 35% Exiting

 $T = 0.55 \times (X) + 17.65$  Enter: 74  $T = 0.55 \times (175) + 17.65$  Exit: 40 T = 114 Total 114



### ITE Land Use Code 230 - Residential Condominium/Townhouse (175 Units)

Independent Variable (X) = Number of Dwelling Units X = 175

Weekday AM Peak Directional Distribution: 17% Entering, 83% Exiting

 $Ln(T) = 0.80 \times Ln(X) + 0.26$  Enter: 14  $Ln(T) = 0.80 \times Ln(175) + 0.26$  Exit: 67 T = 81 Total 81

Weekday PM Peak Directional Distribution 67% Entering, 33% Exiting

 $Ln(T) = 0.82 \times Ln(X) + 0.32$  Enter: 64  $Ln(T) = 0.82 \times Ln(175) + 0.32$  Exit: 32 T = 96 Total 96

#### **Independent Study of Land Use – Student Apartments**

#### Puffton Village Apartments, Amherst, MA - 774 Bedrooms

	<u>Location</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
Weekday AM Peak Hour				
Independent Study	Puffton Village Apartments	56	93	149
Directional Distribution	,	38%	62%	
Weekday PM Peak Hour				
Independent Study	Puffton Village Apartments	94	116	210
Directional Distribution		45%	55%	

### **Trips/Bedroom Calculation of Puffton Village Apartments**

#### **Existing Units**

150 - One Bedroom Units

30 - Two Bedroom Units

188 - Three Bedroom Units

774 Total Bedrooms

#### RATE: Trips/Bedroom

AM Peak Hour  $R = 149 \div 774 = 0.19$ PM Peak Hour  $R = 210 \div 774 = 0.27$ 



#### Retreat Amherst - Student Apartments

Independent Variable (X) = Number of Bedrooms

Weekday AM Peak Directional Distribution: 38% Entering, 62% Exiting

T = Trips/BDR x Total Proposed BDR Enter: 46
T = 0.19 x 641 Exit: 76
T = 122 Total 122

X = 641

Weekday PM Peak Directional Distribution 45% Entering, 55% Exiting

T = Trips/BDR x Total Proposed BDREnter: 78T =  $0.27 \times 641$ Exit: 95T = 173Total 173

#### **Retreat Amherst Housing Summary**

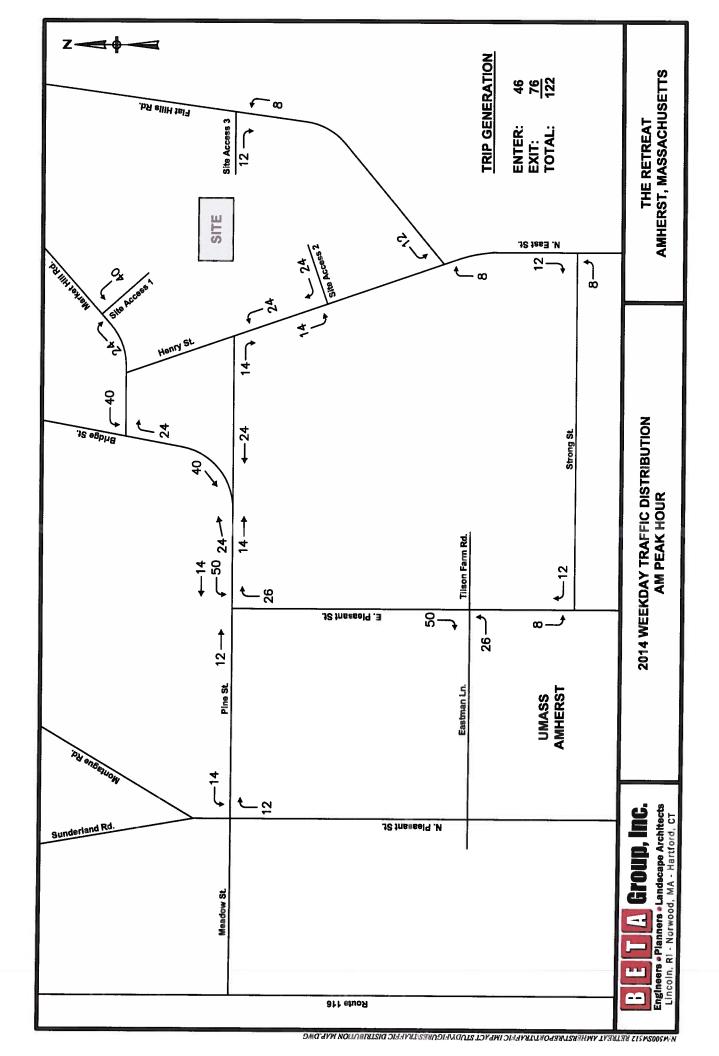
Two Bedroom Units
Three Bedroom Units
Four Bedroom Units

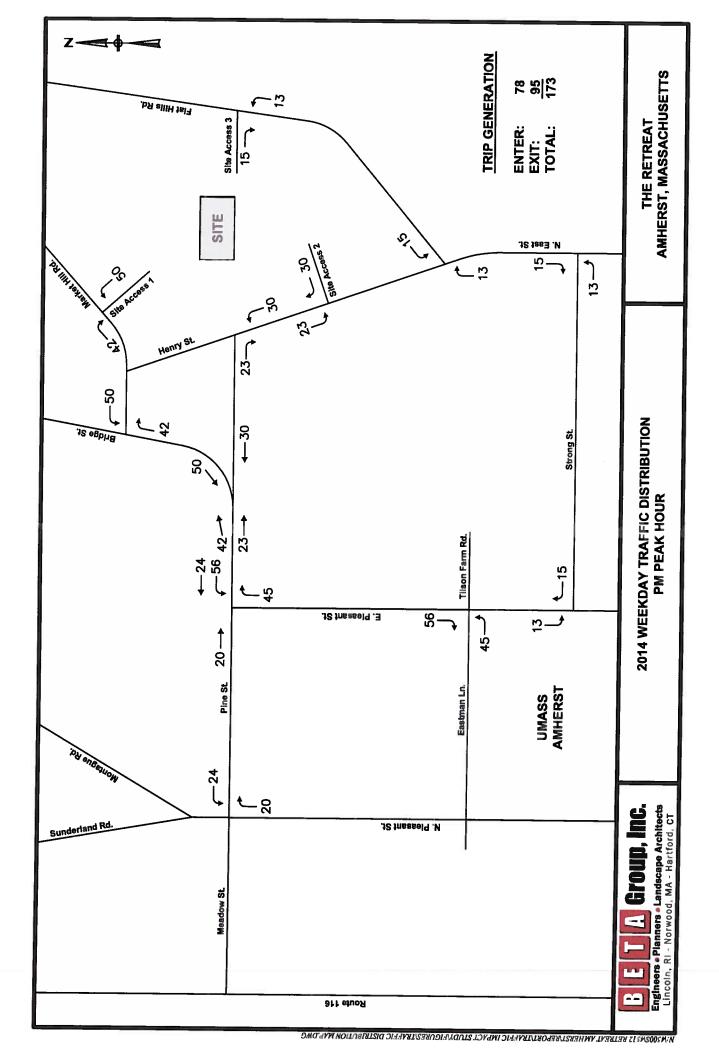
Total Bedrooms 641

#### Notes:

- \* Values based upon empirical rates developed from the existing Puffton Village Apartments in Amherst, MA.
- \*\* For analysis purposes, use trip estimates based upon Independent Study rates.







ITE Land Use Code 220

**Apartment** 

## Land Use: 220 Apartment

#### **Description**

Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings. The studies included in this land use did not identify whether the apartments were low-rise, mid-rise, or high-rise. Low-rise apartment (Land Use 221), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.

#### **Additional Data**

This land use included data from a wide variety of units with different sizes, price ranges, locations and ages. Consequently, there was a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the late 1960s and the 2000s throughout the United States and Canada.

Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

#### **Source Numbers**

2, 4, 5, 6, 9, 10, 11, 12, 13, 14, 16, 19, 20, 34, 35, 40, 72, 91, 100, 108, 188, 192, 204, 211, 253, 283, 357, 436, 525, 530, 579, 583, 638

# Apartment (220)

Average Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

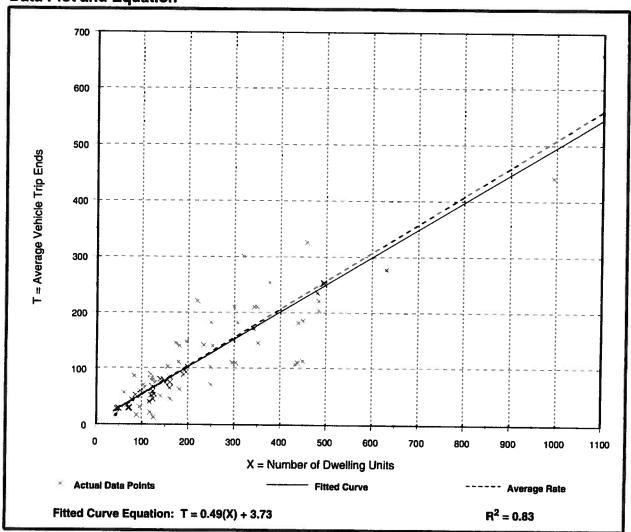
Number of Studies: 78 Avg. Number of Dwelling Units: 235

Directional Distribution: 20% entering, 80% exiting

### **Trip Generation per Dwelling Unit**

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

**Data Plot and Equation** 



# Apartment (220)

Average Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

> Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

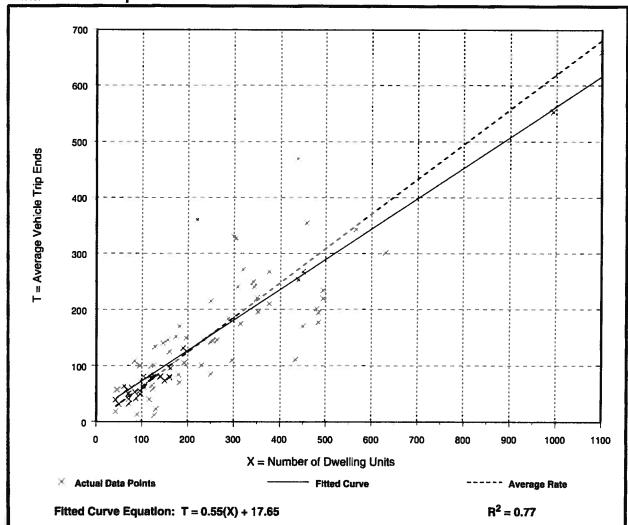
Number of Studies: 90 Avg. Number of Dwelling Units: 233

Directional Distribution: 65% entering, 35% exiting

#### **Trip Generation per Dwelling Unit**

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

**Data Plot and Equation** 



ITE Land Use Code 230

Residential Condominium/Townhouse

# Land Use: 230 Residential Condominium/Townhouse

#### Description

Residential condominiums/townhouses are defined as <u>ownership</u> units that have at least one other owned unit within the same building structure. **Both condominiums and townhouses are included in this land use.** The studies in this land use did not identify whether the condominiums/townhouses were low-rise or high-rise. Low-rise residential condominium/townhouse (Land Use 231), high-rise residential condominium/townhouse (Land Use 232) and luxury condominium/townhouse (Land Use 233) are related uses.

#### **Additional Data**

The number of vehicles and the number of residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it is usually readily available, easy to project and had a high correlation with average weekday vehicle trip ends.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the mid-1970s and the 2000s throughout the United States and Canada.

#### **Source Numbers**

4, 92, 94, 95, 97, 100, 105, 106, 114, 168, 186, 204, 237, 253, 293, 319, 320, 321, 390, 412, 418, 561, 562, 583, 638

# Residential Condominium/Townhouse (230)

Average Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

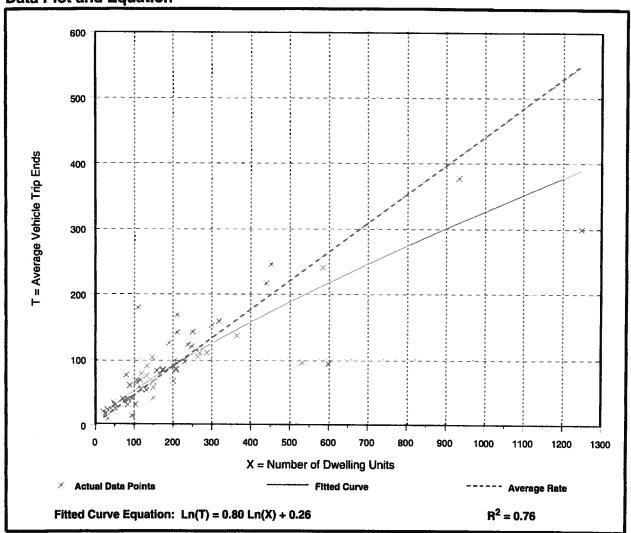
Number of Studies: 59
Avg. Number of Dwelling Units: 213

Directional Distribution: 17% entering, 83% exiting

#### **Trip Generation per Dwelling Unit**

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

**Data Plot and Equation** 



# Residential Condominium/Townhouse (230)

Average Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

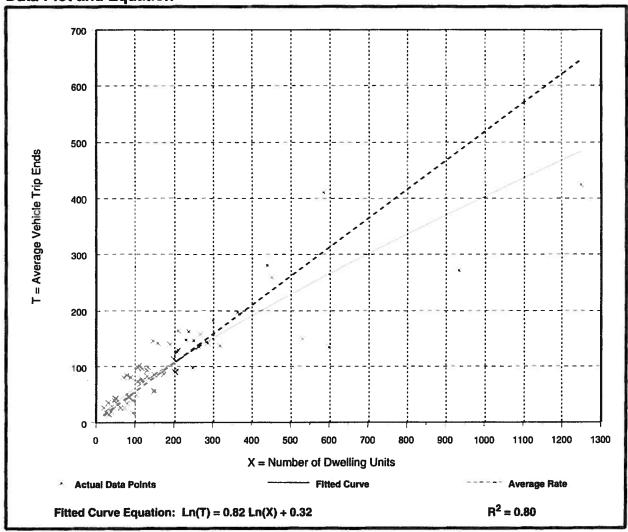
Number of Studies: 62 Avg. Number of Dwelling Units: 205

Directional Distribution: 67% entering, 33% exiting

#### **Trip Generation per Dwelling Unit**

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

**Data Plot and Equation** 



## **Independent Study**

#### **Intersection Turning Movement Counts**

North Pleasant Street at Puffton Village Drive (North) North Pleasant Street at Puffton Village Drive (South)

North Pleasant Street at Puffton Village Drive (North)



Project Name: Retreat Amherst Town/City: Amherst, MA Location: N. Pleasant St. at Puffton No. Weather: Cold, Cloudy

File Name : 451210\_N. Pleasant St @ Puffton Village Dr (North) Site Code : 451210

Start Date : 11/19/2013

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			easan outhbo	t Stree ound	t		We	estbo	und				easan orthbo		et	Puff		'illage Eastbo		North)	
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			-	-		_	-	_	•		_				14	0	0		0	1	
06:30 AM	0	65	0	0	65	0	0	0	1	1	0	11	2	1	14	2	0	_		3	
06:45 AM	0	93	0	0	93	0	0	0	1	1	0	27	1	0	28	2	0	) 1	0	3	1
Total	5	208	0	0	213	0	0	0	3	3	0	59	3	1	63	5	0	5	1	11	2
07:00 AM	1	70	0	0	71	0	0	0	1	1	0	43	1	0	44	2	0	4	2	8	1
07:15 AM	4	84	0	0	88	0	0	0	2	2	0	30	0	0	30	4	0	2	0	6	1
07:30 AM	0	99	0	0	99	0	0	0	1	1	0	46	1	0	47	4	0			6	1
07:45 AM	6	140	0	0	146	0	0	0	3	3	Ö	65	3	Ö	68	14	ŏ		ŏ	16	2
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08:30 AM	2	105	0	1	108	0	0	0	0	0	0	48	4	0	52	2	0		0	6	1
08:45 AM	3	136	0	0	139	0	0	0	1	1	0	51	4	1	56	2	0	5	1	8	2
Total	10	494	0	3	507	0	0	0	3	3	0	192	13	1	206	13	0	14	1	28	7
09:00 AM	3	119	0	1	123	0	0	0	1	1	0	62	3	0	65	10	0	2	0	12	2
09:15 AM	4	114	0	1	119	0	0	0	0	0	0	63	6	0	69	16	0	3	2	21	2
09:30 AM	4	83	0	0	87	0	0	0	0	0	0	56	8	1	65	6	0		3	16	1
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04:15 PM	8	59	0	10	77	0	0	0	4	4	0	101	8	0	109	7	0	4	2	13	2
04:30 PM	3	61	0	1	65	0	0	0	2	2	0	90	7	1	98	8	0	6	0	14	1
04:45 PM	5	75	0	1	81	0	0	0	3	3	0	105	4	1	110	5	0	3	0	8	2
Total	17	266	0	13	296	0	0	0	12	12	0	417	26	6	449	31	0	17	2	50	8
05:00 PM	3	75	0	2	80	0	0	0	0	0	0	84	4	0	88	5	0	4	1	10	1
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6:00 PM	3	72	0	5	80	0	0	0	0	0	0	81	7	0	88	11	0	4	0	46	4
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06:30 PM	4	63	0	0	67	0	0	0	1	1	0	67	9	0	76	13	0	2	1	16	1
6:45 PM	6	61	0	1	68	0	0	0	0	0	0	86	7	0	93	13	0	5	0	18	1
Total	19	257	0	7	283	0	0	0	1	1	0	309	30	0	339	51	0	16	1	68	6
rand Total	134	2617	0	42	2793	0	0	0	41	41	0	2172	156	15	2343	217	0	120	18	355	55
Apprch %	4.8	93.7	0	1.5		0	0	0	100		0	92.7	6.7	0.6		61.1	0	33.8	5.1		
Total %	2.4	47.3	0	0.8	50.5	Ō	Ō	Ō	0.7	0.7	ō	39.3	2.8	0.3	42.4	3.9	Õ	2.2	0.3	6.4	
Jnshifted	132	2559	Ö	42	2733	ŏ	ŏ	ő	41	41	ő	2120	132	15	2267	217	ŏ	120	18	355	53
Unshifted	98.5	97.8	0	100	97.9	Ö	0	Ö	100		0	97.6									
										100			84.6	100	96.8	100	0	100	100	100	97
avy Vehicles	2	58	0	0	60	0	0	0	0	0	0	52	24	0	76	0	0	0	0	0	1
leavy Vehicles	1.5	2.2	0	0	2.1	0	0	0	0	0	0	2.4	15.4	0	3.2	0	0	0	0	0	



Project Name: Retreat Amherst

Town/City: Amherst, MA

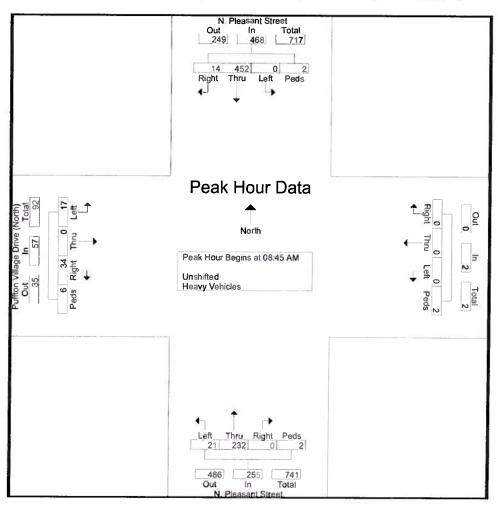
Location: N. Pleasant St. at Puffton No.

Weather: Cold, Cloudy

File Name: 451210\_N. Pleasant St @ Puffton Village Dr (North)

Site Code : 451210 Start Date : 11/19/2013

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Peak Hour fo	r Entire	Inters	ection	Begins	at 08:4	5 AM															
08:45 AM	3	136	0	Ō	139	0	0	0	1	1	0	51	4	1	56	2	0	5	1	8	204
09:00 AM	3	119	0	1	123	0	Ó	0	1	1	Ö	62	3	ń	65	10	ŏ	2	ó	12	201
09:15 AM	4	114	0	1	119	0	Ō	ō	Ö	Ó	0	63	6	õ	69	16	ŏ	3	2	21	209
09:30 AM	4	83	0	0	87	0	0	ō	ō	Ö	ō	56	8	1	65	6	ŏ	7	3	16	168
Total Volume	14	452	0	2	468	0	0	0	2	2	0	232	21	2	255	34	o o	17	6	57	782
% App. Total	3	96.6	ō	0.4		ō	Ö	ō	100	_	0	91	8.2	0.8	_00	59.6	0	29.8	10.5	31	702
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Project Name: Retreat Amherst

Town/City: Amherst, MA

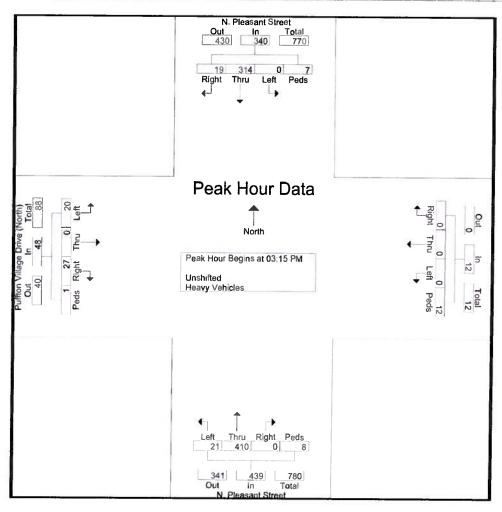
Location: N. Pleasant St. at Puffton No.

Weather: Cold, Cloudy

File Name: 451210\_N. Pleasant St @ Puffton Village Dr (North)

Site Code : 451210 Start Date : 11/19/2013

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Peak Hour Ar	alysis	From	12:00 F	M to 0	6:45 PM	1 - Peal	c 1 of 1		- ,			-					u				1
Peak Hour for	Entire	Inters	ection	Begins	at 03:15	5 PM															
03:15 PM	5	82	0	3	90	0	0	0	0	0	0	105	5	0	110	4	O	4	O	8	208
03:30 PM	5	86	0	2	93	0	0	0	1	1	Ō	101	3	1	105	4	ŏ	6	ő	10	209
03:45 PM	8	75	0	1	84	0	0	0	8	8	Ö	83	6	3	92	8	ŏ	6	1	15	199
04:00 PM	1	71	0	1	73	0	0	0	3	3	Ō	121	7	4	132	11	Õ	4	i	15	
Total Volume	19	314	0	7	340	0	0	0	12	12	0	410	21	8	439	27	Õ	20	1	48	839
% App. Total	5.6	92.4	0	2.1		0	0	0	100		ō	93.4	4.8	1.8	.00	56.2	ō	41.7	21	70	000
PHF	.594	.913	.000	.583	.914	.000	.000	.000	375	.375	.000	.847	.750	.500	.831	614	.000	.833	.250	.800	.941



North Pleasant Street at Puffton Village Drive (South)





Project Name: Retreat Amherst Town/City: Amherst, MA Location: N. Pleasant St. at Puffton So. Weather: Cold, Cloudy

File Name: 451211\_N. Pleasant St @ Puffton Village Dr (South)

Site Code : 451211 Start Date : 11/19/2013

							- 0	oups	1 I IIIIC	u- Cars	- Heav	y Vehic	cies								27
			asant uthbou	Street			We	stbou	nd				easant orthbo			Pufft	on Vill	age Di		outh)	1
Start Time	Right	7	Left		App Intal	Right	Thru	Left		App Total	Right	Thru		Peds	Fr. sec.	Right	Thru	Left		3 3 7	+.
06:00 AM	0		0	0	21	0	0	0	1	App resai	0	13	1	0	App Total	Kigin 1	0	2	2	App Total	Int.
06:15 AM	ō	61	0	ő	61	ő	ő	ő	i	i	ő	11	Ó	0	11	1	0	0	1		
06:30 AM	i	81	0	0	82	0	ő	0	Ö	0	0	15	1	0	16	3	0	1		2	
06:45 AM	2	80	Ö	0	82	0	0	0	i	1	0	48		0	49	5			1	5	
Total	3	243	0	0	246	0	0	0	3	3	0	87	1	0	90	10	0	0	2	7	1
rotar	, ,	243	U	U	240	U	U	U	3	,	U	0/	3	U	90	10	0	3	6	19	1.
07:00 AM	0	79	0	0	79	0	0	0	1	1	0	35	2	1	38	0	0	3	2	5	
07:15 AM	1	106	0	0	107	0	0	0	0	0	0	37	1	0	38	5	0	1	0	6	
07:30 AM	1	140	0	0	141	0	0	0	3	3	0	58	3	0	61	13	0	4	0	17	
07:45 AM		144	0	3	148	0	0	0	3_	3	0	59	1	1	61	10	0	1_	0	11	
Total	3	469	0	3	475	0	0	0	7	7	0	189	7	2	198	28	0	9	2	39	
08:00 AM	1	114	0	0	115	0	0	0	0	0	0	45	1	0	46	5	0	0	0	5	
08:15 AM	0	105	0	0	105	0	0	0	0	0	0	43	4	0	47	2	0	0	0	2	
08:30 AM	0	149	0	0	149	0	0	0	1	1	0	64	2	0	66	2	ō	2	1	5	
08:45 AM	1	123	0	0	124	0	0	- 0	2	2	0	63	7	0	70	6	ŏ	2	0	8	
Total	2	491	0	0	493	0	0	0	3	3	0	215	14	0	229	15	0	4	1	20	1
09:00 AM	1	132	0	0	133	0	0	0	1	1	0	62	2	0	64	14	0	4	4	22	
09:15 AM	3	92	ő	0	95	ő	ő	0	i	i	0	60	5	0	65	11	0	4	0	22	
09:30 AM	3	81	ő	0	84	0	ő	0	1	1	0	64	3	0						12	
19:45 AM	1	75	0	0	76	0	0	0	1					_	67	3	0	1	3	7	
Total	8	380	0	0	388	0	0	0	4	4	0	46 232	11	0	47 243	5 33	0	3	0 7	8 49	
BREAK **																					
03:00 PM	2	77	0	0	79	0	0	0	1	1	0	128	7	0	135	3	0	5	1	9	
03:15 PM	5	85	0	0	90	0	0	0	0	0	0	112	11	0	123	11	0	2	3	16	
03:30 PM	3	85	0	0	88	0	0	0	1	1	0	98	9	0	107	9	0	2	0	11	
)3:45 PM	4	87	0	0	91	0	0	0	10	10	0	76	4	0	80	17	0	5	1	23	
Total	14	334	0	0	348	0	0	0	12	12	0	414	31	0	445	40	0	14	5	59	
04:00 PM	5	81	0	0	86	0	0	0	8	8	0	121	13	0	134	19	0	4	5	28	
14:15 PM	4	66	0	1	71	0	0	0	3	3	Ö	116	8	Ö	124	9	ő	Ö	5	14	
04:30 PM	1	66	0	0	67	0	0	0	1	1	ő	94	4	ő	98	14	0	4	3	21	
4:45 PM	0	76	0	0	76	Õ	0	ŏ	1	i	0	109	5	0	114	7	0	2	3	10	
Total	10	289	0	1	300	0	0	0	13	13	0	440	30	0	470	49	0	10	14	73	
5:00 PM	5	75	0	0	80	0	0	0	3	3	0	83	6	0	89	13	0	0	1	14	ľ
5:15 PM	5	76	0	ő	81	ő	ő	ő	1	1	0	105	12	0	117	20	0	1	0	21	
5:30 PM	5	51	Õ	Õ	56	ő	ő	ő	2	2	0	113	15	0	128	20	0	4	1		
5:45 PM	4	90	Õ	0	94	0	0	0	4	4	0	81	8	0	89	13	0	4		25	
Total	19	292	0	0	311	0	0	0	10	10	0	382	41	0	423	66	0	9	2	17 77	
6:00 PM	2	78	0	0	80	0	0	0	5	5	0	79	13	0	92	12	0	2		1.2	
6:15 PM	4	61	0	0	65	0	0	0	0	0	0	79 75	9	•			-	955	1		
6:30 PM	7	75	0	0	82	0	0							0	84	16	0	4	2	22	
6:45 PM	5				0.0			0	0	0	0	78	9	0	87	13	0	2	2	17	
Total	18	66 280	0	0	71 298	0	0 0	0	5	0 5	0	84 316	10 41	0	94 357	12 53	0	2	6	15 70	
42	87	2770	•		20.50																
and Total	77	2778	0	4	2859	0	0	0	57	57	0	2275	178	2	2455	294	0	69	43	406	5
pprch %	2.7	97.2	0	0.1	40	0	0	0	100		0	92.7	7.3	0.1		72.4	0	17	10.6	1	
Total %	1.3	48.1	0	0.1	49.5	0	0	0	1	1	0	39.4	3.1	0	42.5	5.1	0	1.2	0.7	7	
Cars	77	2717	0	. 4	2798	0	0	0	57	57	0	2192	178	2	2372	267	0	69	43	379	56
		07.0	Λ.	100	07.0	0	Λ		100	100		01 4	100	100	0//	00.0	_		100	1.000	
% Cars	100	97.8 61	0	100	97.9	0	0	0	100	100	0	96.4	100	100	96.6	90.8	0	100	100	93.3	



**Project Name: Retreat Amherst** 

Town/City: Amherst, MA

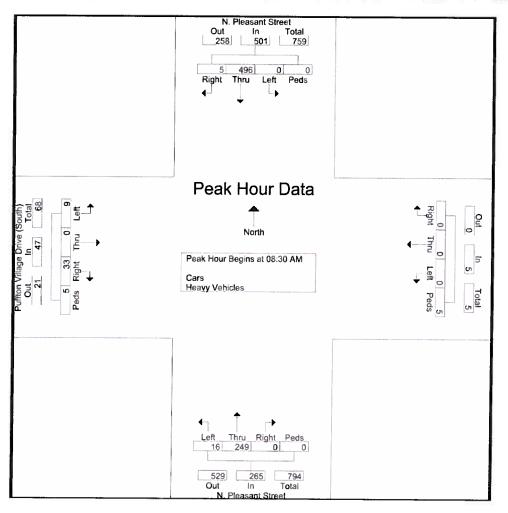
Location: N. Pleasant St. at Puffton So.

Weather: Cold, Cloudy

File Name: 451211\_N. Pleasant St @ Puffton Village Dr (South)

Site Code : 451211 Start Date : 11/19/2013

			asant i uthbou				w	estbou	nd				asant : orthbo			Puff	ton Vill E:	age Di		outh)	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour An	alysis F	rom 06	:00 AM	to 11:4	45 AM -	Peak I c	l'I													1	735 (334)
Peak Hour for																					
08:30 AM	0	149	0	0	149	0	0	0	- 1	1	0	64	2	0	66	2	0	2	1	5	221
08:45 AM	1	123	0	0	124	0	0	0	2	2	o	63	7	ő	70	6	Õ	2	'n	8	204
09:00 AM	1	132	0	0	133	0	0	0	1	1	0	62	2	ő	64	14	ő	4	4	22	220
09:15 AM	3	92	0	0	95	0	0	0	1	i	0	60	5	0	65	11	ñ	10	7	12	173
Total Volume	5	496	0	0	501	0	0	0	5	5	0	249	16	0	265	33	0	9	5	47	818
% App. Total	1	99	0	0		0	0	0	100		0	94	6	0	203	70.2	0	19.1	10.6	47	010
PHF	.417	.832	.000	.000	.841	.000	.000	.000	.625	625	.000	.973	.571	.000	.946	.589	.000	.563	.313	.534	.925





Project Name: Retreat Amherst

Town/City: Amherst, MA

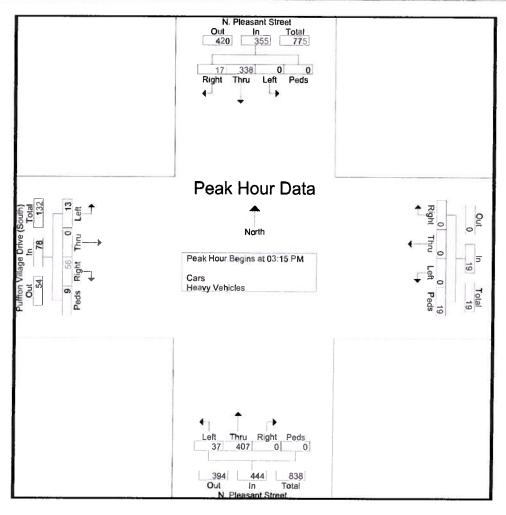
Location: N. Pleasant St. at Puffton So.

Weather: Cold, Cloudy

File Name: 451211\_N. Pleasant St @ Puffton Village Dr (South)

Site Code : 451211 Start Date : 11/19/2013

			asant S uthbou				w	estbou	nd				asant i			Pufft	on Vill Ea	age Dr istbou	(4.80)	outh)	
Start Time	Rig ht	Thr u	Left	Ped s	App Load	Rig ht	Thr u	Left	Ped s	App. Loud	Right	Thr u	Left	Peds	App. I stal	Right	Thr u	Left	Peds	App. Ioui	Int. Total
Peak Hour Ana	ilysis F	om 12:	00 PM	to 06:4	5 PM - Pe	eak 1 of	î I								*.	11.					'
Peak Hour for	Entire I	ntersec	tion Be	gins at	03:15 PM	I															
03:15 PM	5	85	0	0	90	0	0	0	0	0	0	112	11	0	123	11	0	2	3	16	229
03:30 PM	3	85	0	0	88	0	0	0	1	1	0	98	9	0	107	9	0	2	0	11	207
03:45 PM	4	87	0	0	91	0	0	0	10	10	0	76	4	0	80	17	0	5	1	23	204
04:00 PM	5	81	0	0	86	0	0	0	8	8	0	121	13	0	134	19	0	4	5	28	256
Total Volume	17	338	0	0	355	0	0	0	19	19	0	407	37	0	444	56	0	13	9	78	896
% App. Total	4.8	95.2	0	0		0	0	0	100		0	91.7	8.3	0		71.8	0	16.7	11.5		
PHF	.850	.971	.000	.000	.975	.000	.000	.000	.475	.475	.000	.841	.712	.000	.828	737	.000	.650	.450	.696	.875



### **Operational Analysis**

## **Existing, Future No Build and Future Build Conditions**

Henry Street at Pine Street
Bridge Street at Market Hill Road
Bridge Street at Pine Street
East Pleasant Street at Pine Street
East Pleasant Street at Eastman Lane/Tilson Farm Road
East Pleasant Street at Strong Street
North Pleasant Street at Pine Street/Meadow Street



**Existing AM and PM Peak Hour** 



Henry Street at Pine Street

# BETA Group, Inc.

## **Turning Movement Diagram**

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

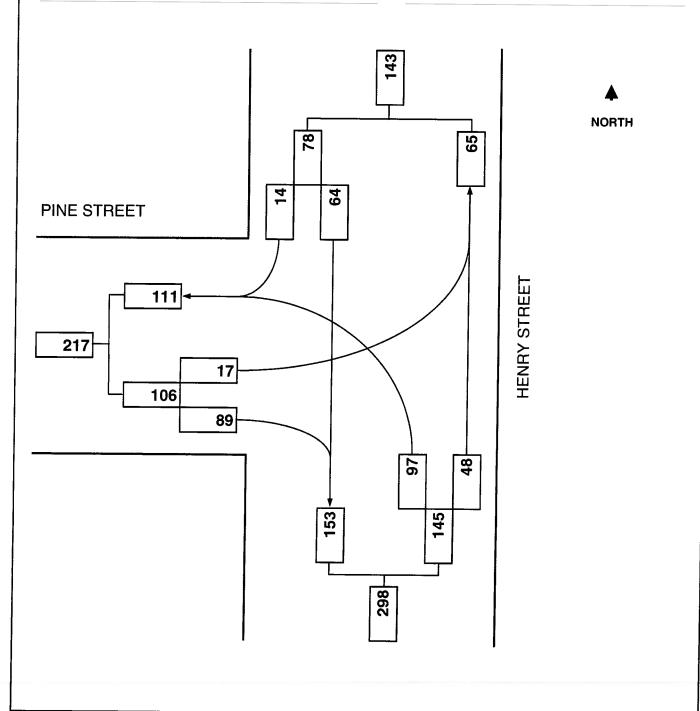
Existing: AM Peak

Minor Street: Pine Street

Day of Week: Weekday

**Peak Period**: 8:00 AM - 9:00 AM

Future: n/a



	TW	O-WAY STOR	CONTR	OL SUN	MARY		***		
General Information	n		Site I	nformat	ion				
Analyst HCP			Intersection			Henry St. & Pine St.			
Agency/Co.			Jurisd	iction		Amherst,			
Date Performed 3/28/2014		4	Analys	Analysis Year		2014			
Analysis Time Period	AM Peal	c - Existing							
Project Description 4	512 - The Retre	at						<del></del>	
East/West Street: Pine			North/	South Stre	et: Henry	Street			
Intersection Orientation	: North-South		Study	Period (hr	s): <i>0.25</i>				
Vehicle Volumes a	nd Adjustm								
Major Street		Northbound				Southbo	und		
Movement	1	2	3		4	5		6	
	L	T	R		<u>       L                             </u>	T		R	
Volume (veh/h)	97	48	100		4.00	64		14	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR		0.88	1.00	<u>'                                    </u>	1.00	0.88		0.88	
rouny riow Rate, nrk (veh/h)	19	0	101		0	0		0	
Percent Heavy Vehicles	. 2	-			1	-			
Median Type			Undivided						
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration	LT							TR	
Upstream Signal		0				0			
Minor Street		Eastbound				Westbou	ınd		
Movement	7	8	9		10	11		12	
	L	Т	R		L	Т		R	
Volume (veh/h)	17		89						
Peak-Hour Factor, PHF	0.88	1.00	0.88		1.00	1.00		1.00	
Hourly Flow Rate, HFR (veh/h)	0	72	15		110	54		0	
Percent Heavy Vehicles	2	0	2		0	0		1	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0			
RT Channelized			0		·			0	
Lanes	0	0	0		0	0		0	
Configuration		LR	1						
Delay, Queue Length,	and Level of So	ervice							
Approach	Northbound	Southbound	1	Westbound		E	Eastbound		
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LT						LR		
v (veh/h)	110				1		120		
C (m) (veh/h)	1509						890		
v/c	0.07						0.13		
95% queue length	0.24						0.47		
Control Delay (s/veh)	7.6			<del> </del>			9.7		
LOS	Α			<del></del>			A		
Approach Delay (s/veh)					- <del> </del>		9.7	<u> </u>	
Approach LOS					<del></del>		A		
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# BETA Group, Inc.

# **Turning Movement Diagram**

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

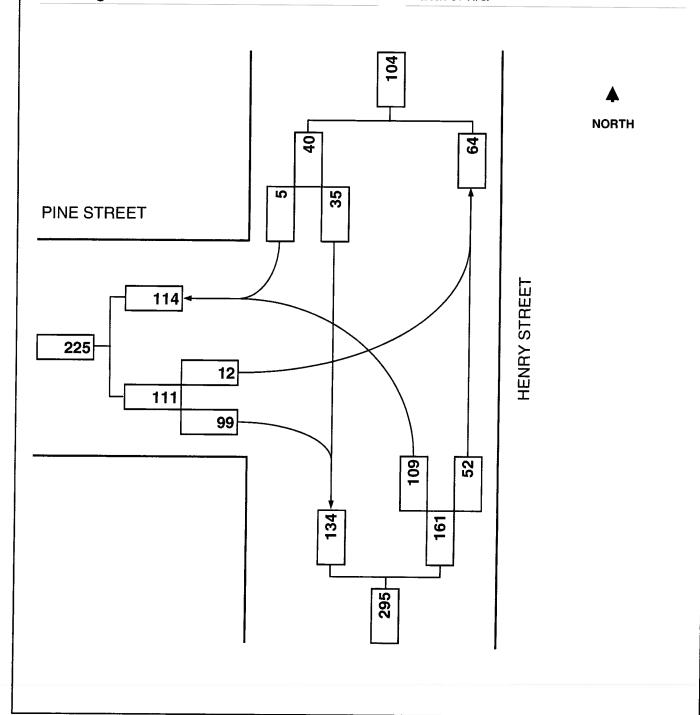
Existing: PM Peak

Minor Street: Pine Street

Day of Week: Weekday

**Peak Period**: 5:00 PM - 6:00 PM

Future: n/a



		O-WAY STOP							
General Information			Site Inf	ormati	on				
Analyst HCP			Intersect				. & Pine S	t.	
Agency/Co. BETA Gro				Jurisdiction		Amherst, MA			
Date Performed 3/28/2014			Analysis	Analysis Year		2014			
Analysis Time Period		c - Existing	][						
	512 - The Retre	at							
East/West Street: Pine Street			North/South Street: Henry Street						
ntersection Orientation			Study Pe	riod (hrs	): 0.25				
Vehicle Volumes a	nd Adjustme	ents							
Major Street	Northbound					Southbound			
Movement	1	2	3		4	5		6	
·····	L	T	R		<u> </u>	Т		R	
/olume (veh/h)	109	52	100			35		5	
Peak-Hour Factor, PHF		0.87	1.00		1.00	0.87		0.87	
lourly Flow Rate, HFR veh/h)	13	0	113		0	0		0	
Percent Heavy Vehicles	2		<u> </u>		1	<u> </u>			
ledian Type			L	Individed	d				
RT Channelized			0					0	
anes	0	1	0		0	1		0	
Configuration	LT							TR	
Jpstream Signal		0				0			
linor Street		Eastbound				Westbound			
Novement	7	8	9		10	11		12	
	L	T	R		L	T		R	
/olume (veh/h)	12		99		- <del></del>				
Peak-Hour Factor, PHF	0.87	1.00	0.87		1.00	1.00		1.00	
lourly Flow Rate, HFR veh/h)	o	40	5		125	59		0	
Percent Heavy Vehicles	2	0	2		0	0		1	
Percent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
RT Channelized	1		0	-		1		0	
anes	0	0	0		0	0		0	
Configuration	† <u> </u>	LR	<del>T –                                    </del>		<u> </u>	t	-+-		
elay, Queue Length,	and Level of S								
pproach	Northbound	Southbound	۱۸/۵	stbound			astbound		
Novement	1	4	7	8	9	10	11	12	
ane Configuration	LT	+		U	9	10	LR	12	
	125					<del> </del>			
(veh/h)						-	126	-	
(m) (veh/h)	1563						957		
/c	0.08						0.13		
5% queue length	0.26						0.45		
ontrol Delay (s/veh)	7.5						9.3		
os	Α						Α		
pproach Delay (s/veh)							9.3		
pproach LOS						1	A		
ppyright © 2005 University of F	lorida, All Rights Res	erved	HCS	S+ <sup>TM</sup> Vers	sion 5.2	Gen	erated: 4/9/2	014 3:23	
and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s			лU	ے۔ ver5	MUTT V.K.				

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Bridge Street at Market Hill Road

# BETA Group, Inc.

## **Turning Movement Diagram**

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

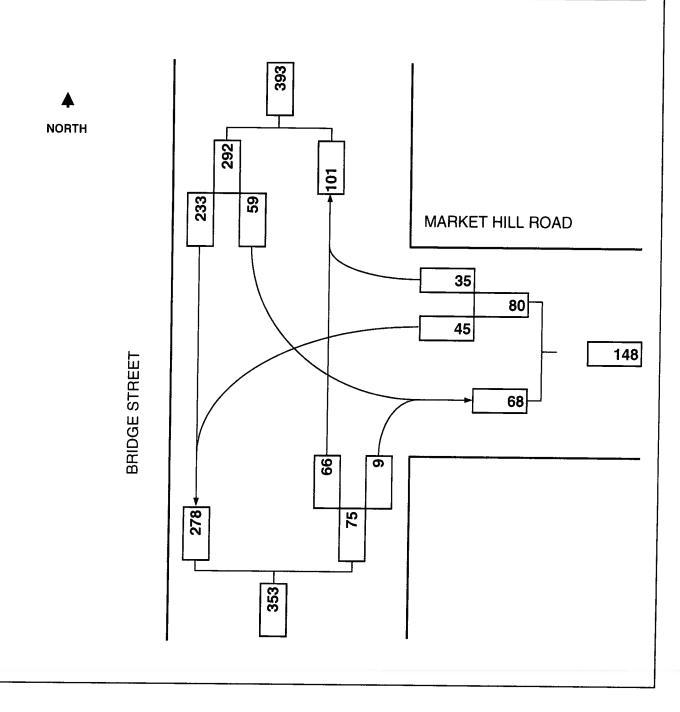
Existing: AM Peak

Minor Street: Market Hill Road

Day of Week: Weekday

**Peak Period**: 8:00 AM - 9:00 AM

Future: n/a



General Informatio	<u> </u>		0:4- 1	nfa	ion				
				nformat	ion				
Analyst	HCP		Inters					ket Hill Ra	
Agency/Co.	BETA Group, Inc.			Jurisdiction			Amherst, MA		
Date Performed 3/28/2014			Analy	Analysis Year		2014			
Analysis Time Period		: - Existing							
	512 - The Retrea	at							
ast/West Street: Mark					et: <i>Bridge</i>	Street			
ntersection Orientation:			Study	Period (hr	s): 0.25				
/ehicle Volumes a	nd Adjustme								
/lajor Street	Northbound					Southbound			
Novement	1	2	3		4	5		6	
	<u> </u>	T	R		L	T		R	
olume (veh/h)	4.00	66	9	<del>.                                    </del>	59	233	_	4.00	
eak-Hour Factor, PHF	1.00	0.85	0.85	<del>}  </del>	0.85	0.85		1.00	
lourly Flow Rate, HFR veh/h)	0	0	0		52	0		41	
ercent Heavy Vehicles	0				2				
ledian Type		Undi			ivided				
RT Channelized			0					0	
anes	0	1	0		0	1		0	
Configuration			TR		LT				
lpstream Signal		0				0			
linor Street		Eastbound				Westbound			
lovement	7	8	9		10	11		12	
	L	Т	R		L	Т		R	
olume (veh/h)					45			35	
eak-Hour Factor, PHF	1.00	1.00	1.00		0.85	1.00		0.85	
ourly Flow Rate, HFR /eh/h)	69	274	0		0	77		10	
ercent Heavy Vehicles	0	0	0	0		0		3	
ercent Grade (%)		0				0			
lared Approach		N				N			
Storage		0	1			0			
T Channelized			0			<b>T</b>	-	0	
anes	0	0	0		0	0		0	
onfiguration	1	<b>—</b>	<del>†                                      </del>		<u> </u>	LR			
elay, Queue Length, a	and Level of So	rvice							
pproach	Northbound	Southbound	,	Westbound	1	T	Eastbou	hound	
lovement	1	4	7	8	9	10	11	12	
ane Configuration		LT	,	LR	+	+ '0	<del>  ''</del>	12	
					<del>                                     </del>	<del> </del>			
(veh/h)		69		93	<del>                                     </del>	+			
(m) (veh/h)		1509		641		<b>_</b>			
'C		0.05		0.15			<u> </u>		
5% queue length		0.14		0.51					
ontrol Delay (s/veh)		7.5		11.6					
OS		Α		В		T		T	
pproach Delay (s/veh)				11.6	.R	1	<b>B</b>		

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# BETA Group, Inc.

# Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

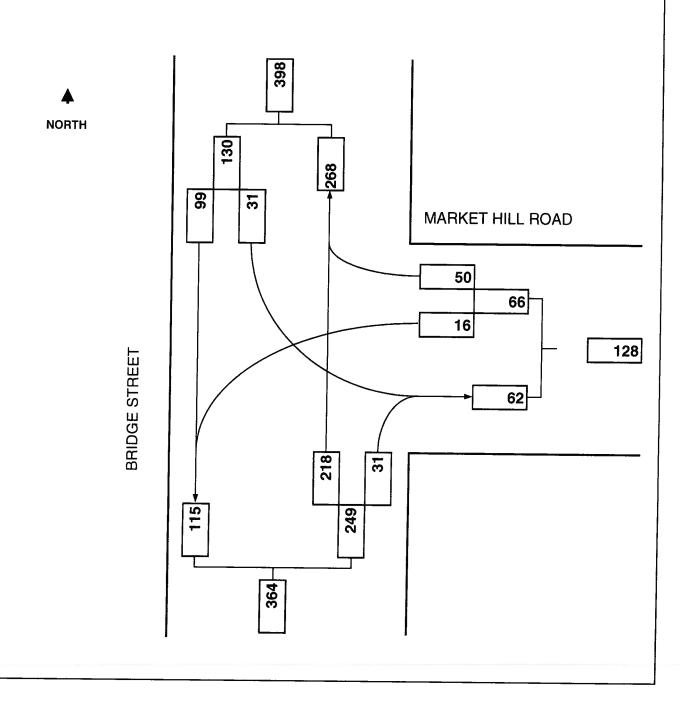
Existing: PM Peak

Minor Street: Market Hill Road

Day of Week: Weekday

**Peak Period**: 5:00 PM - 6:00 PM

Future: n/a



Congrel Informati		VO-WAY STO							
General Information				Informat	ion				
Analyst	HCP			Intersection Brid				ket Hill Ro	
Agency/Co.		roup, Inc.		Jurisdiction		Amhers	t, MA		
Date Performed 3/28/2014			Analysis Year			2014			
Analysis Time Period		k - Existing							
	512 - The Retre	at	<del></del>						
ast/West Street: Mar					et: <i>Bridge</i>	Street			
ntersection Orientation			Study	Period (hr	s): 0.25				
/ehicle Volumes a	nd Adjustme	THE RESERVE OF THE PERSON NAMED IN							
Major Street		Northbound				Southbound			
Movement	1	2	3		4	5		6	
(aluma (umb/b)	L	T	R		<u> </u>	T		R	
olume (veh/h) Peak-Hour Factor, PHF	1.00	218	31		31	99			
lourly Flow Rate, HFR		0.90	0.9	<del>/  </del>	0.90	0.90		1.00	
veh/h)	0	0	0		17	0		55	
Percent Heavy Vehicles	0				2				
⁄ledian Type			Undivided						
RT Channelized			0	T				0	
anes.	0	1	0		0	1		0	
Configuration			TR		LT				
Jpstream Signal		0			-	0			
linor Street	Eastbound				Westbound				
Novement	7	8	9		10	11		12	
	L	T	R		L	T		R	
olume (veh/h)					16			50	
eak-Hour Factor, PHF	1.00	1.00	1.00		0.90	1.00		0.90	
lourly Flow Rate, HFR	34	110	0		0	242		34	
veh/h)									
ercent Heavy Vehicles	0	0	0		5	0		3	
ercent Grade (%)		0	<del></del>			0			
lared Approach		N				N			
Storage		0				0			
T Channelized			0					0	
anes	0	0	0		0	0		0	
onfiguration						LR			
elay, Queue Length, a	ind Level of Se	rvice							
pproach	Northbound	Southbound		Westbound	i		Eastbour	nd	
lovement	1	4	7	8	9	10	11	12	
ane Configuration		LT		LR		<b>T</b>	<del>                                     </del>	<del>                                     </del>	
(veh/h)		34	l	72				+	
(m) (veh/h)		1287		710	<del>                                     </del>	<del>                                     </del>		+-	
C		0.03		0.10	<del>                                     </del>	<b>†</b>	<b>—</b> —	+-	
5% queue length		0.08		0.10	<del>                                     </del>	<del>                                     </del>			
ontrol Delay (s/veh)		7.9			<del> </del>				
				10.6		<del>                                     </del>		-	
OS		Α		В	<u> </u>		ļ <u>.</u>		
oproach Delay (s/veh)				10.6					
pproach LOS			ì	В		l I			

HCS+TM Version 5.2

Generated: 4/9/2014 3:24 PM

Bridge Street at Pine Street

#### Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: AM Peak

Minor Street:

Pine Street

Day of Week:

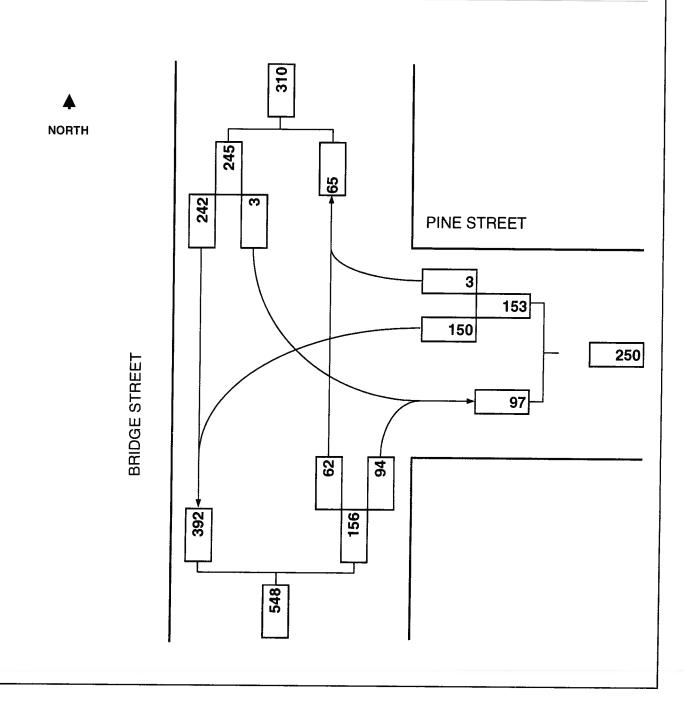
Weekday

Peak Period:

8:00 AM - 9:00 AM

Future:

n./a



	TW	O-WAY STOR	CONTR	OL SUN	MARY		****		
General Informatio	n		Site I	nformat	tion				
Analyst	HCP		Inters	ection		Bridge S	t. & Pi	ne St	,
Agency/Co.	BETA GI	oup, Inc.	Jurisd	iction		Amherst			
Date Performed	3/28/201		Analy	sis Year		2014			
Analysis Time Period		- Existing							
	512 - The Retre	at							
East/West Street: Pine					eet: <i>Bridge</i>	Street			
ntersection Orientation:			Study	Period (hr	s): 0.25				
Vehicle Volumes a	nd Adjustme								
Major Street		Northbound				Southbo	und		
Movement	1 L	2 T	3 R		4	5 T			6
/olume (veh/h)		62	94			242			R
Peak-Hour Factor, PHF	1.00	0.91	0.91		0.91	0.91			1.00
Hourly Flow Rate, HFR									
veh/h)	0	0	0		164	0			3
Percent Heavy Vehicles	0				2				
Median Type				Undivide	ed				
RT Channelized			0						0
anes	0	1	0		0	1			0
Configuration			TR		LT				
Jpstream Signal	<u> </u>	0	.1			0			
Minor Street		Eastbound				Westbound			
Movement	7	8	9		10 11				12
	L	Т	R		L	T . T	Т		R
/olume (veh/h)					150				3
Peak-Hour Factor, PHF	1.00	1.00	1.00	<u> </u>	0.91	1.00		0.91	
Hourly Flow Rate, HFR veh/h)	3	265	0		0	68		1	103
Percent Heavy Vehicles	0	0	0		2	0			7
Percent Grade (%)		0	<u> </u>			0			<u>,                                      </u>
lared Approach	+	N	1			N			
Storage	+	0	+	<del>-  -</del>		0	<del> -</del>		
RT Channelized	<b></b>	<del> </del>	O			<del>                                     </del>			0
anes	1 0	0	0		0	0		<del></del>	0
Configuration	<del>                                     </del>	- <del> </del>	<del>1                                    </del>			LR			<u> </u>
Delay, Queue Length, a	and Level of Se	ervice	1		· · · · · · · · · · · · · · · · · · ·	<u> </u>	I		
Approach	Northbound	Southbound		Westboun	d	1	Eastbo	und	
Novement	1	4	7	8	9	10	11		12
ane Configuration	•	LT	<b></b>	LR	<b>+</b> ~	10	┢	<del>·                                    </del>	14
(veh/h)		3		167	<del> </del>				
C (m) (veh/h)		1406		616	1	<del>                                     </del>	<del> </del>		
/c		0.00		0.27	<del>                                     </del>	<del>                                     </del>		-	
5% queue length		0.00		1.09	<del> </del>	<del>                                     </del>	<del> </del>		•
Control Delay (s/veh)		7.6		13.0	<del>                                     </del>	<del> </del>			
					<del> </del>	<del> </del>			<del></del> .
.OS		Α		B 12.0	1		L	1	
pproach Delay (s/veh)				13.0	<del></del>				
Approach LOS				В		1			

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Generated: 4/9/2014 3:25 PM

#### **Turning Movement Diagram**

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: PM Peak

Minor Street: Pi

Pine Street

Day of Week:

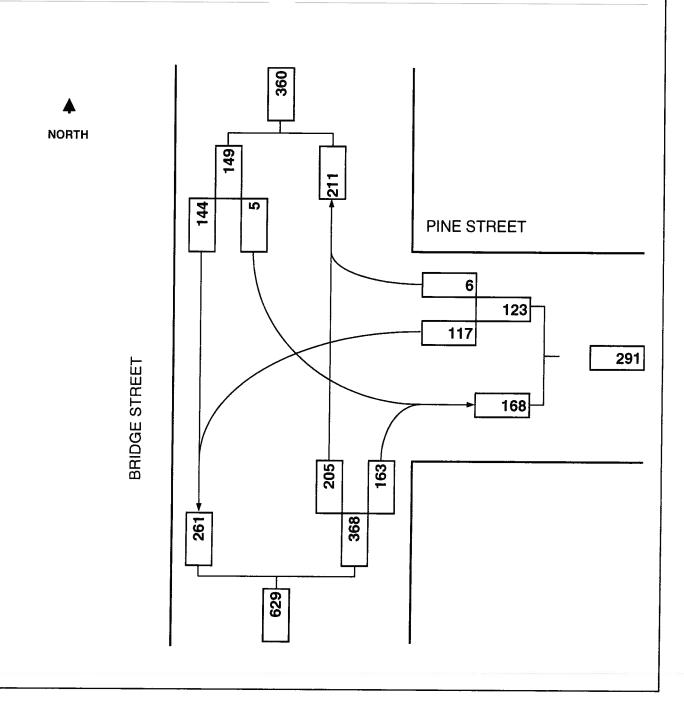
Weekday

Peak Period:

4:30 AM - 5:30 PM

Future:

n./a



General Information	on		Site	Informa	tion			
Analyst	HCP			ection	1011	Bridge	St. & Pine	Ct
Agency/Co.		roup, Inc.		diction		Amhers		Si.
Date Performed	3/28/201			sis Year	-	2014	t, 1VI/¬	
Analysis Time Period	PM Pear	k - Existing						
Project Description 4								
East/West Street: Pine		<del></del>	North	South Str	eet: Bridg	e Street		
ntersection Orientation	: North-South				rs): 0.25			
Vehicle Volumes a	nd Adiustm	ents						
Major Street		Northbound				Southbo	und	
Movement	1	2	3		4	5	70.110	6
	L	Т	R		L	<del>†                                    </del>		Ř
/olume (veh/h)		205	16:	3	5	144		
Peak-Hour Factor, PHF		0.95	0.9	5	0.95	0.95		1.00
lourly Flow Rate, HFR veh/h)	U	0	0		123	0		6
Percent Heavy Vehicles	6 0				2			
Median Type				Undivia	led			
RT Channelized			0				T	0
_anes	0	1	0		0	1		0
Configuration			TR	· · · · · · · · · · · · · · · · · · ·	LT			
Jpstream Signal		0				0		
Minor Street		Eastbound				Westbo	und	
Movement	7	8	9		10	11		
	L	Т	R		L	Т	Т	
/olume (veh/h)					117			6
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	0.95	1.00		0.95
lourly Flow Rate, HFR veh/h)	5	151	0		0	215	215	
Percent Heavy Vehicles	0	0	0		2	0		7
Percent Grade (%)		0				0		
lared Approach		Ν				N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		0	0		0
Configuration						LR		
elay, Queue Length, a	and Level of Se	ervice						
pproach	Northbound	Southbound		Westbour	nd		Eastboun	d
fovement	1	4	7	8	9	10	11	12
ane Configuration		LT		LR			<u> </u>	1
(veh/h)		5		129	1	1		
(m) (veh/h)		1172		563				<del></del>
/c		0.00		0.23	+	<del>                                     </del>	<b></b> -	+-
5% queue length		0.01		0.88	<del> </del>	<del>                                     </del>		<del>                                     </del>
ontrol Delay (s/veh)		8.1		13.3	<del>                                     </del>	<del> </del>		-
OS		A. 7			<del> </del>			+
pproach Delay (s/veh)				B	<u> </u>	<del> </del>	L	Щ
				13.3				<del></del>
pproach LOS				В		1		

HCS+TM Version 5.2

Generated: 4/9/2014 3:25 PM

East Pleasant Street at Pine Street



## Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: AM Peak

Minor Street: E. Pleasant Street

Day of Week: Weekday

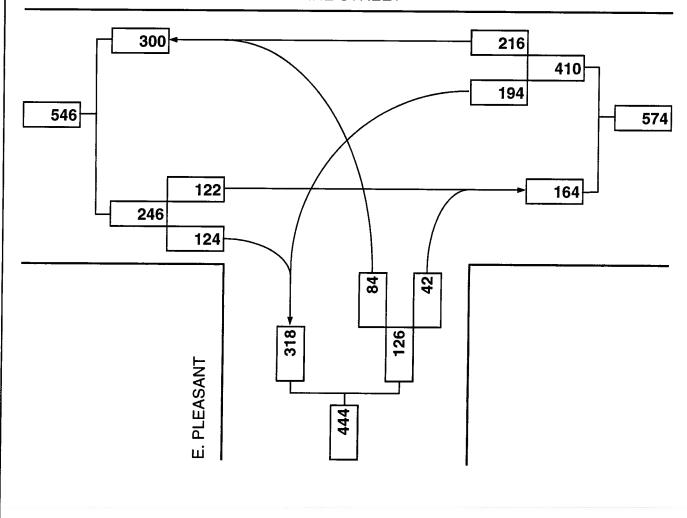
**Peak Period**: 8:00 AM - 9:00 AM

Future: n/a



**NORTH** 

#### PINE STREET



General Information	n		Cita I	nforma	tion				
	HCP				uon	JC 01	0/ 0	D: 01	
Analyst Agency/Co.		roup, Inc.	Juriso	ection		E. Pleas		Pine St.	
Date Performed	3/28/201			sis Year		Amherst 2014	, MA		
Analysis Time Period		c - Existing	— Prinaly	SIS TEAT		2014			
	512 - The Retre					<b>_</b>			
ast/West Street: Pine		aı	North/	South Str	eet: E. Ple	acant St			
ntersection Orientation:					rs): 0.25	asan ot.			
/ehicle Volumes a		ante			(113). 0.23				
Major Street	na Aujusum	Eastbound				Westbo	ınd		
Novement	1	2	3		4	5	1	6	
- I O T O T I O T O T O T O T O T O T O T	i	<u> </u>	R		L	T		R	
olume (veh/h)	<u> </u>	122	124	: <b></b>	194	216			
eak-Hour Factor, PHF	1.00	0.93	0.93		0.93	0.93		1.00	
lourly Flow Rate, HFR /eh/h)	0	131	133		208	232		0	
ercent Heavy Vehicles	0				2	-			
ledian Type				Undivid	ed				
RT Channelized			0					0	
anes	0	1	0		0	1		0	
Configuration			TR		LT				
lpstream Signal		0				0			
linor Street		Northbound				Southbo	und		
Novement	7	8	9		10			12	
	L	Т	R		L	Т		R	
'olume (veh/h)	84		42						
eak-Hour Factor, PHF	0.93	1.00	0.93		1.00	1.00		1.00	
lourly Flow Rate, HFR /eh/h)	90	0	45		0	0		0	
ercent Heavy Vehicles	1	0	3		0	0		0	
ercent Grade (%)		0				0			
lared Approach		N				Ν			
Storage		0				0			
T Channelized			0					0	
anes	0	0	0		0	0		0	
onfiguration		LR							
elay, Queue Length, a	and Level of Se	ervice							
pproach	Eastbound	Westbound	1	Vorthbour	nd	5	outhbou	nd	
lovement	1	4	7	8	9	10	11	12	
ane Configuration		LT		LR	1				
(veh/h)		208		135	1	1			
(m) (veh/h)		1300		361	†	<b>†</b>	<b>-</b>	_	
c		0.16		0.37		1		1	
5% queue length		0.57		1.69	+		<del>                                     </del>		
ontrol Delay (s/veh)		8.3		20.8	-}	+	<del> </del>	-	
						-	<del></del>		
OS		Α	<u> </u>	C	<u></u>	<b> </b>			
pproach Delay (s/veh)			<del></del>	20.8					
pproach LOS		•••		С		1			

HCS+TM Version 5.2

Generated: 4/9/2014 3:26 PM

## **Turning Movement Diagram**

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: PM Peak

Minor Street: E. Pleasant Street

Day of Week: Weekday

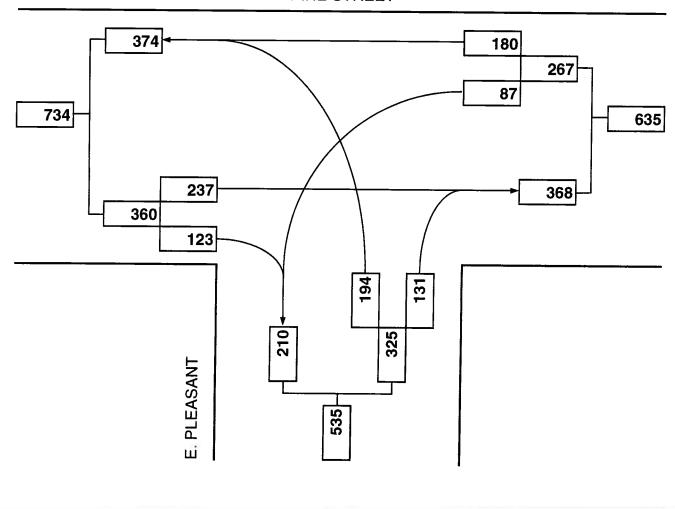
Peak Period: 4:30 PM - 5:30 PM

Future: n/a



NORTH

#### PINE STREET



General Information	on .		Sito	Informa	tion			
Analyst	HCP				uon	Ter 50		
Agency/Co.		roup, Inc.		ection diction			sant St. &	Pine St.
Date Performed	3/28/201			sis Year		Amhers 2014	t, MA	
Analysis Time Period		k - Existing	Arialy	515 1 641		2014		
Project Description 4								
East/West Street: Pine		rai .	North	South Str	eet: E. Ple	accept Ct		
ntersection Orientation				Period (h		asanı sı.		
Vehicle Volumes a		onto	Jorday	T CHOC (III	10). 0.20			
Major Street	T Aujustin	Eastbound	<u> </u>			1A741	. 1	
Movement	1 1	2	3	<del></del>	4	Westbo	una	
viovomoni	<del> </del>	T	R		<del>4</del>	5 T		6 R
/olume (veh/h)		237	123		87	180	<del> </del>	
Peak-Hour Factor, PHF	1.00	0.94	0.9		0.94	0.94		1.00
lourly Flow Rate, HFR								
veh/h)	0	252	130	<u></u>	92	191		0
Percent Heavy Vehicles	0				2	_		
/ledian Type				Undivid	ed			
RT Channelized			0					0
anes .	0	1	0		0	1		0
Configuration			TR		LT			
Jpstream Signal		0				0		
linor Street		Northbound	1			Southbo	und	
Novement	7	8	9		10	11		12
	L	T	R		L	T		R
olume (veh/h)	194		131		<del></del>			
eak-Hour Factor, PHF	0.94	1.00	0.94	1	1.00	1.00		1.00
lourly Flow Rate, HFR	206	0	139		0	0		0
veh/h)						<b>_</b>		
Percent Heavy Vehicles	1	0	3		0	0		0
ercent Grade (%)		0				0		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		0	0		0
onfiguration		LR						
elay, Queue Length, a	and Level of Se	ervice						
pproach	Eastbound	Westbound		Vorthboun	ıd		outhbour	nd
lovement	1	4	7	8	9	10	11	12
ane Configuration	•	LT	<del>                                     </del>	LR	<del>1                                    </del>	1 '	<del>  ''</del>	<del>- '</del>
(veh/h)		92		345	+	<del> </del>	<del>                                     </del>	<del> </del>
(m) (veh/h)		1176	+			-		
			<del>                                     </del>	469	<b> </b>			
C .		0.08		0.74	<b></b>	<b></b>		
5% queue length		0.25		6.01				
ontrol Delay (s/veh)		8.3		31.2				
OS		Α		D		1		
pproach Delay (s/veh)				31.2				

HCS+TM Version 5.2

Generated: 4/9/2014 3:26 PM

East Pleasant Street at Eastman Lane/Tilson Farm Road

#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

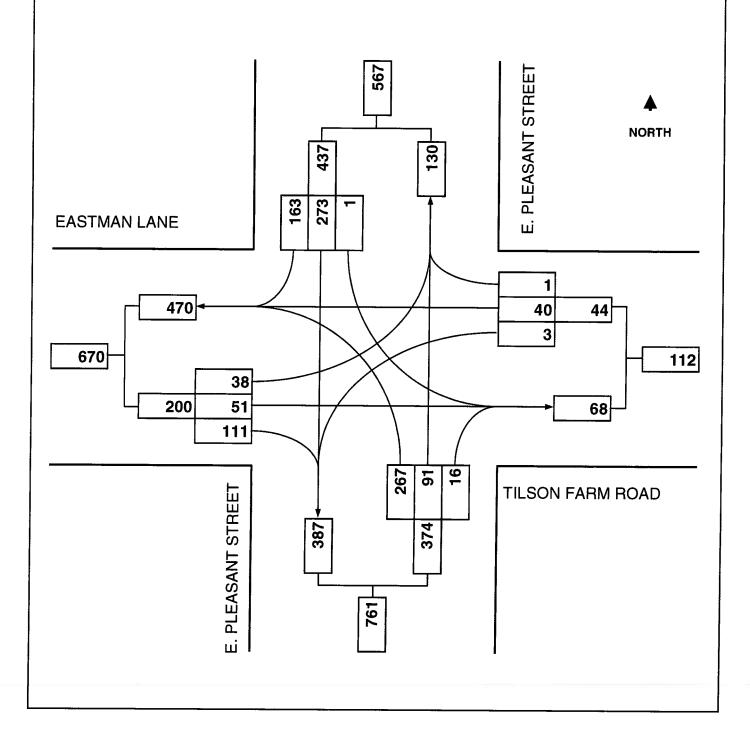
Existing: AM Peak

Minor Street: Eastman Ln./Tilson Farm Rd.

Day of Week: Weekday

Peak Period: 8:00 AM - 9:00 AM

Future: n/a



	٠	-	•	•	<b>←</b>	4	1	†	<i>&gt;</i>	-	<b></b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			43			4	300		4	
Volume (vph)	38	51	111	3	40	1	267	91	16	1	273	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1708	0	0	1852	0	0	1789	0	0	1770	0
Flt Permitted		0.929			0.979			0.545			0.999	
Satd. Flow (perm)	0	1601	0	0	1818	0	0	1009	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106			1			6			82	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	215	0	0	47	0	0	402	0	0	470	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		11.4			11.4			34.2			34.2	
Actuated g/C Ratio		0.21			0.21			0.64			0.64	
v/c Ratio		0.51			0.12			0.62			0.41	
Control Delay		14.1			16.8			12.6			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.1			16.8			12.6			5.7	
LOS		В			В			В			Α	
Approach Delay		14.1			16.8			12.6			5.7	
Approach LOS		В			В			В			A	
late and the O												

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.6

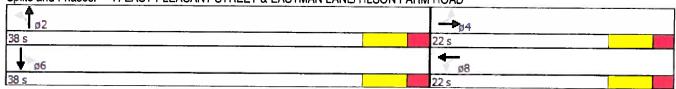
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62 Intersection Signal Delay: 10.2 Intersection Capacity Utilization 73.2%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD



#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

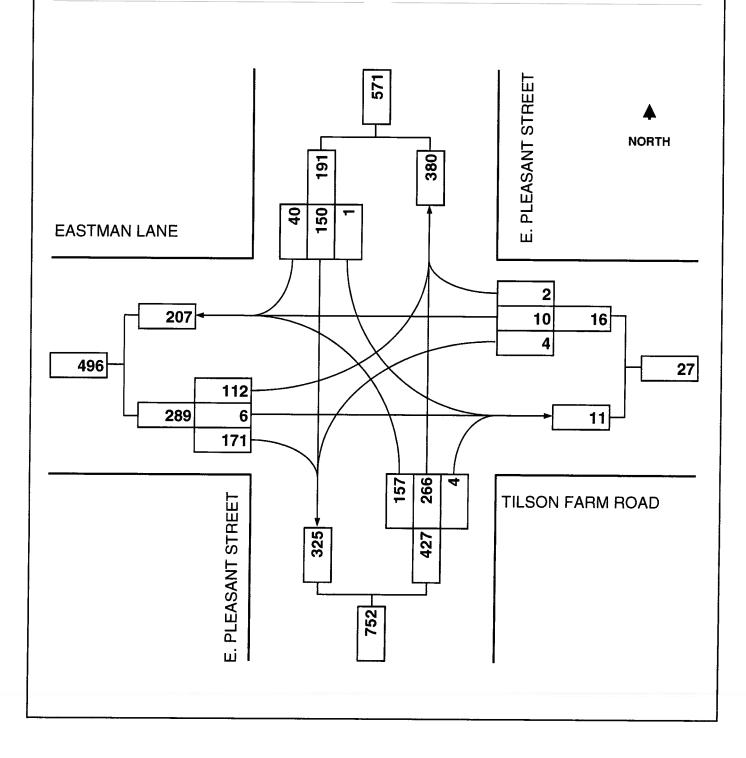
Existing: PM Peak

Minor Street: Eastman Ln./Tilson Farm Rd.

Day of Week: Weekday

Peak Period: 5:00 PM - 6:00 PM

Future: n/a



	<b>▶</b>	-	•	•	4-	•	4	†	-	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	1,01,	ODL	4	ODIT
Volume (vph)	112	6	171	4	10	2	157	266	4	1	150	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1681	0	0	1809	0	0	1827	0	0	1811	0
Fit Permitted		0.866			0.923		•	0.812	0	U	0.999	U
Satd. Flow (perm)	0	1484	0	0	1690	0	0	1511	0	0	1809	0
Right Turn on Red			Yes			Yes		1011	Yes	Ü	1003	Yes
Satd. Flow (RTOR)		134			2			1	100		33	169
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	301	0	0	16	0	0	445	0	0	199	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	•	Perm	NA	U
Protected Phases		4			8		. 0	2		i Giiii	6	
Permitted Phases	4			8			2	_		6	O	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		4.0			4.0		00.0	4.0		55.0	4.0	
Act Effct Green (s)		13.6			13.6			31.3			31.3	
Actuated g/C Ratio		0.26			0.26			0.59			0.59	
v/c Ratio		0.63			0.04			0.50			0.39	
Control Delay		15.5			12.9			10.0			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.5			12.9			10.0				
_OS		В			В			10.0 A			5.7	
Approach Delay		15.5			12.9			10.0			A	
Approach LOS		В			12.3 B			10.0 A			5.7 A	

Intersection Summary

Area Type: Other

Cycle Length: 60

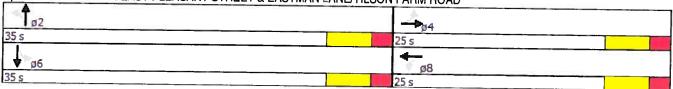
Actuated Cycle Length: 52.9 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63 Intersection Signal Delay: 10.9 Intersection Capacity Utilization 67.0%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD



2014 Existing Conditions Timing Plan: PM Peak Period

East Pleasant Street at Strong Street

#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

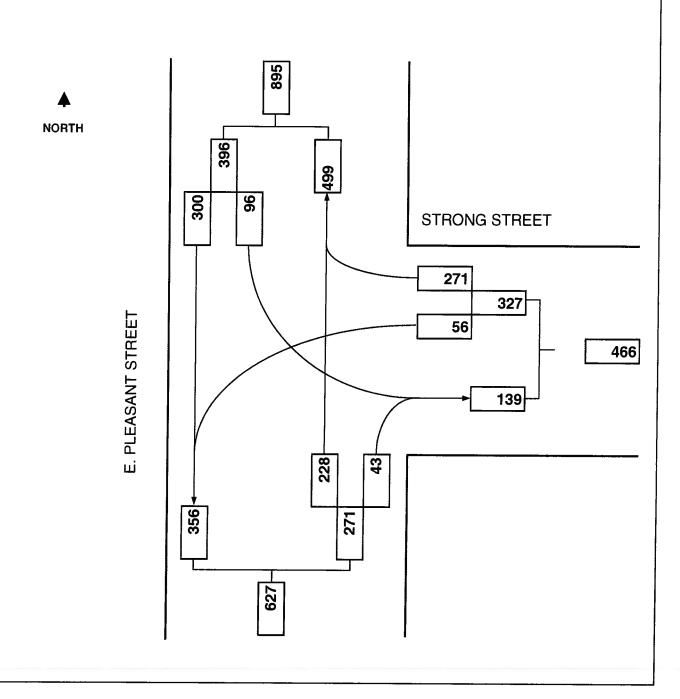
Existing: AM Peak

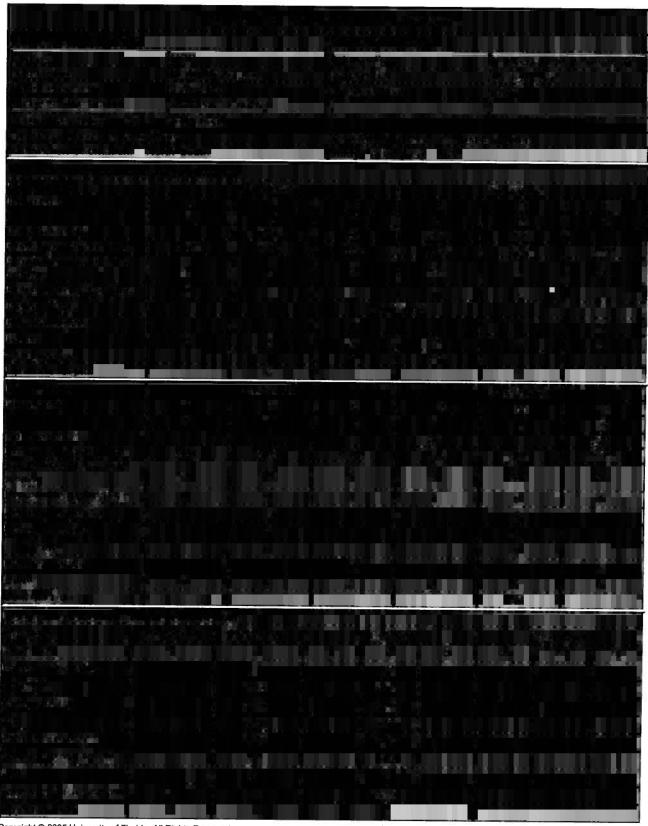
Minor Street: Strong Street

Day of Week: Weekday

**Peak Period**: 8:00 AM - 9:00 AM

Future: n/a





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Generated: 4/9/2014 3:37 PM

#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

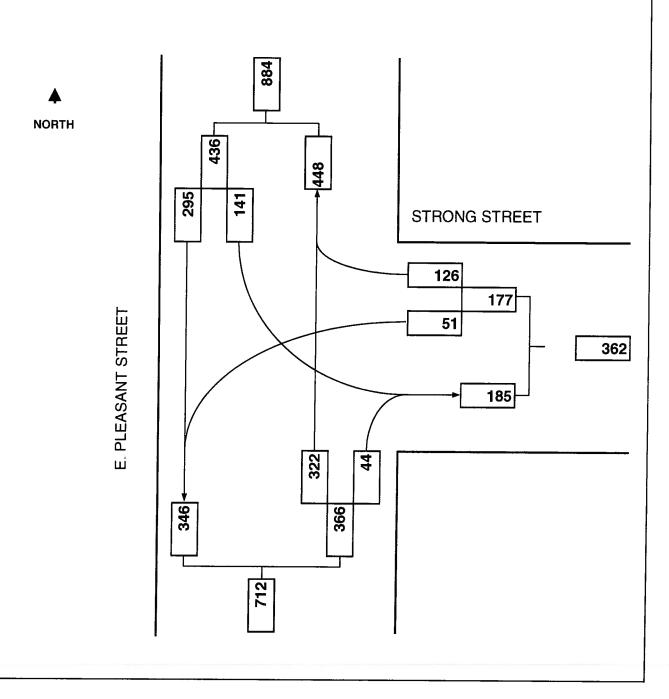
Existing: PM Peak

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: 3:00 PM - 4:00 PM

Future: n/a



General Information	n	***	Sito	nformat	lion					
	HCP				lion					
Analyst Agency/Co.	BETA G	mun Ina		ection				Strong S		
Date Performed	3/28/201		Juriso	sis Year		Amhers 2014	, MA			
Analysis Time Period		k - Existing	Arrany	sis rear		2014	· · · · · · · · · · · · · · · · · · ·			
Project Description 4										
ast/West Street: Strong		aı	North/	South Stre	ot: E Dia	asant Stree	4			
ntersection Orientation:				Period (hr		asanı siree	-			
/ehicle Volumes a		nto.	Journal	r enou (iii	37. 0.20					
Major Street	T Aujustine	Northbound	·	<del></del>		0 41				
Movement	1	2	3	<del></del>	4	Southbo 5	una	c		
novement		T	R		<del></del>	T	<del> -</del>	6 R		
/olume (veh/h)	<del>                                     </del>	322	44		141	295	<del></del>			
eak-Hour Factor, PHF	1.00	0.93	0.9		0.93	0.92		1.00		
lourly Flow Rate, HFR										
veh/h)	0	0	0		54	0		135		
ercent Heavy Vehicles	0				1			**		
ledian Type				Undivide	ed					
T Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration			TR		LT					
pstream Signal		0				0				
linor Street		Eastbound			-	Westbo	und			
lovement	7	8	9		10	11		12		
	L	Т	R		L	T	Т			
olume (veh/h)					51		12			
eak-Hour Factor, PHF	1.00	1.00	1.00		0.93	1.00		0.93		
ourly Flow Rate, HFR /eh/h)	151	320	0		0	346		47		
ercent Heavy Vehicles	0	0	0		1	0		1		
ercent Grade (%)		0				0				
lared Approach	<del></del>	T N		<del></del>		T N				
Storage		0	<del></del>							
T Channelized	+	<u> </u>	<del></del>	<del></del>		0				
			0			<del> </del>		0		
anes onfiguration	0	0	0		0	0	$ \perp$			
		<del></del>				LR				
elay, Queue Length, a	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN 2 IN COLUMN		T	A4 44						
pproach	Northbound	Southbound		Vestboun			Eastbou			
ovement	1	4	7	8	9	10	11	12		
ane Configuration		LT		LR						
(veh/h)		151		189						
(m) (veh/h)		1171		445				T		
С		0.13		0.42						
5% queue length		0.44		2.08						
ontrol Delay (s/veh)		8.5		18.9	1	1	<b> </b>	·   · · · · · · · · · · · · · · · · · ·		
os		A		C						
oproach Delay (s/veh)			<u> </u>	18.9		<del> </del>	<u> </u>			
			3	10.5						

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Generated: 4/9/2014 3:27 PM

North Pleasant Street at Pine Street/Meadow Street



#### **Turning Movement Diagram**

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

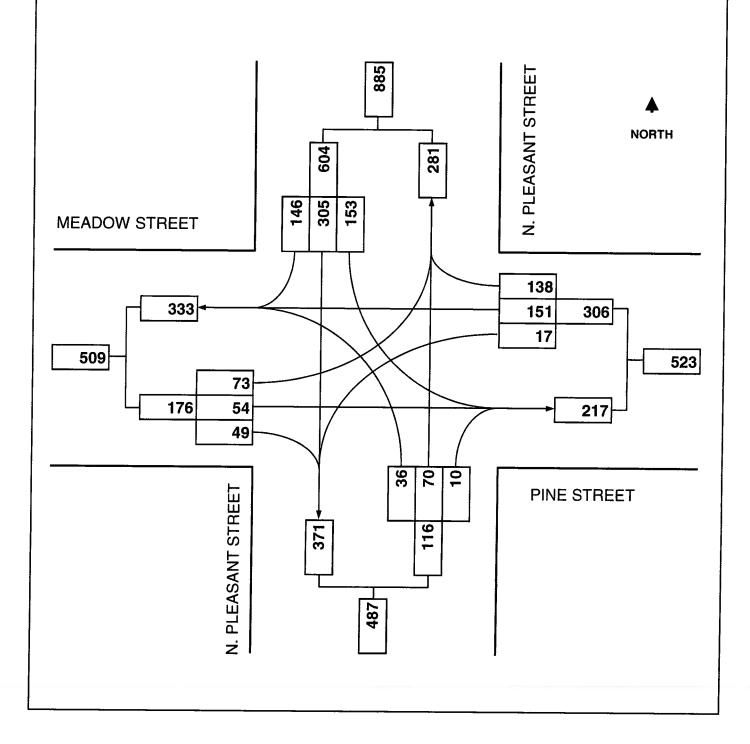
Existing: AM Peak

Minor Street: Pine Street/Meadow Street

Day of Week: Weekday

**Peak Period**: 9:00 AM - 10:00 AM

Future: n/a



	۶	-	*	•	<b>←</b>	*	4	<b>†</b>	1	-	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		75	<b></b>	7	7	4	71
Volume (vph)	73	54	49	17	151	138	36	70	10	153	305	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1820	0	0	1694	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.792			0.981		0.489			0.709		
Satd. Flow (perm)	0	1471	0	0	1667	0	826	1689	1436	1155	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			87				55			155
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	187	0	0	326	0	38	74	11	163	324	155
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2	. •		6	,
Permitted Phases	4			8			2		2	6	•	6
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		26.0			26.0		26.0	26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio		0.43			0.43		0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio		0.28			0.42		0.11	0.10	0.02	0.33	0.44	0.22
Control Delay		9.9			10.5		11.2	10.6	0.0	13.5	14.4	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		9.9			10.5		11.2	10.6	0.0	13.5	14.4	3.1
LOS		A			В		В	В	A	10.5 B	В	Α.
Approach Delay		9.9			10.5			9.8	,,	5	11.4	
Approach LOS		A			В			Α			В	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

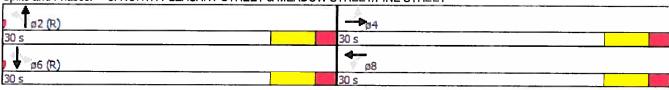
Control Type: Pretimed Maximum v/c Ratio: 0.44

Intersection Signal Delay: 10.8
Intersection Capacity Utilization 59.9%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET



## **Turning Movement Diagram**

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

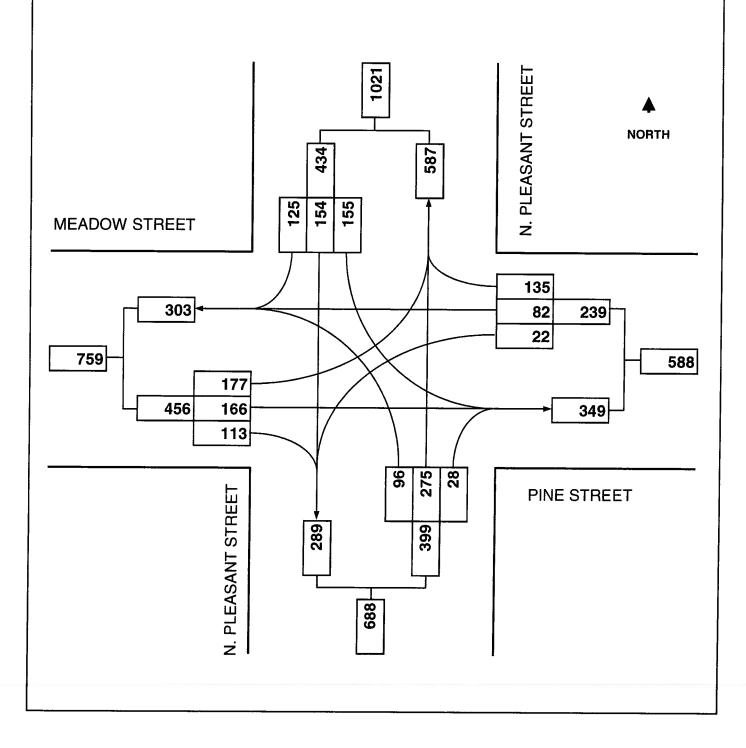
Existing: PM Peak

Minor Street: Pine Street/Meadow Street

Day of Week: Weekday

Peak Period: 5:00 PM - 6:00 PM

Future: n/a



	•	-	•	•	<b>←</b>	4	1	†	1	-	<b>+</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	4		1,24	4		*	4	7	79	4	77
Volume (vph)	177	166	113	22	82	135	96	275	28	155	154	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		•
Satd. Flow (prot)	0	1829	0	0	1664	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.781			0.942		0.656			0.516	1000	1 100
Satd. Flow (perm)	0	1456	0	0	1575	0	1108	1689	1436	840	1689	1436
Right Turn on Red			Yes			Yes			Yes	0.0	.000	Yes
Satd. Flow (RTOR)		37			141				55			130
Link Speed (mph)		35			25			30	00		30	100
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	475	0	0	249	0	100	286	29	161	160	130
Turn Type	Perm	NA		Perm	NA	-	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2	. 0		6	1 01111
Permitted Phases	4			8	_		2	-	2	6	· ·	6
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0	28.0	28.0	28.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		28.0			28.0		24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio		0.47			0.47		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio		0.68			0.31		0.23	0.42	0.05	0.48	0.24	0.40
Control Delay		17.5			5.7		13.6	15.5	1.9	19.3	13.1	3.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.5			5.7		13.6	15.5	1.9	19.3	13.1	3.5
LOS		В			Α.		13.0 B	15.5 B	1. <del>9</del>	19.3 B	13.1 B	3.5 A
Approach Delay		17.5			5.7		D	14.1	А	D	12.6	А
Approach LOS		В			3.7 A			14.1 B			12.0 B	
P.P		_						U			D	

Intersection Summary

Area Type:

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

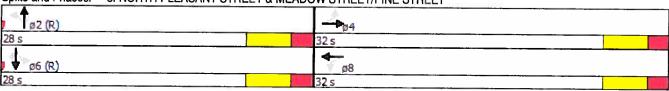
Other

Control Type: Pretimed
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.4
Intersection Capacity Utilization 75.6%

Intersection LOS: B ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET



Future No Build AM and PM Peak Hour

Henry Street at Pine Street



## **Turning Movement Diagram**

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

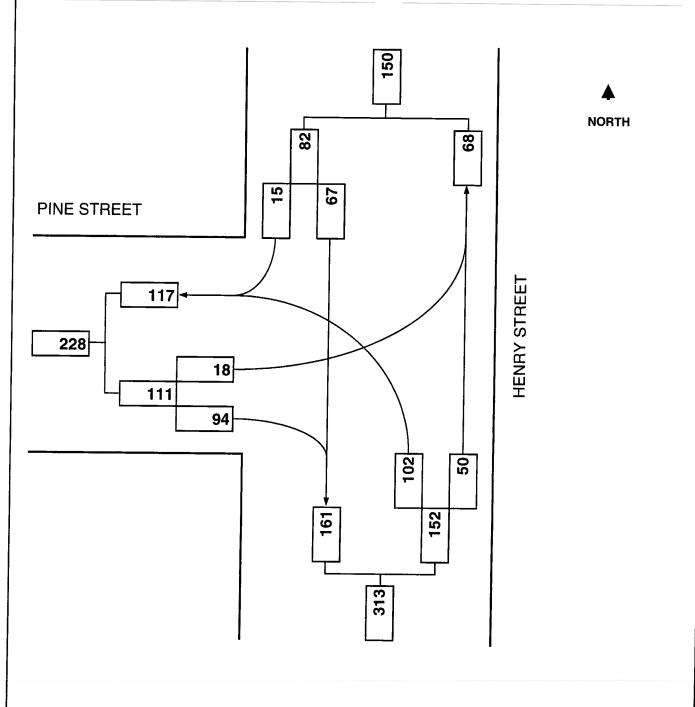
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



	TV	VO-WAY STO	CONTR	ROL S	SUMI	MARY			
General Information	on		Site	Infor	matic	on			
Analyst	HCP		Inters	ection			Henry S	t. & Pine S	it.
Agency/Co.	BETA G	roup, Inc.		liction			Amhersi		
Date Performed	4/18/201			sis Ye	ar		2019	,	
Analysis Time Period	AM Peal	k - Future No Buil							
Project Description 4	512 - The Retre	at							
East/West Street: Pine	Street		North/	South	Stree	t: Henry	Street		*
Intersection Orientation	: North-South					: 0.25			
Vehicle Volumes a	nd Adjustme	ents		-					
Major Street		Northbound			Т		Southbo	und	
Movement	1	2	3			4	5		6
	L	T	R			L	T		R
Volume (veh/h)	102	50					67		15
Peak-Hour Factor, PHF		0.88	1.00	)		1.00	0.88		0.88
Hourly Flow Rate, HFR (veh/h)	20	0	106	;		0	0		0
Percent Heavy Vehicles	2					1			
Median Type			-	Und	ivided				
RT Channelized			0		Π		T		0
Lanes	0	1	O			0	1		0
Configuration	LT		<del>                                     </del>						TR
Upstream Signal		0			╂		0	<del></del>	- //\
Minor Street		Eastbound			<del>                                     </del>	·	Westbou		
Movement	7	8	9		-	10	vvestbot 11	ina	40
Movement		T	R		╁──	L	<del>  ''</del>		<u>12</u> R
Volume (veh/h)	18		94		┢	L	<del>                                     </del>		K
Peak-Hour Factor, PHF		1.00	0.88	)	_	1.00	1.00		1.00
Hourly Flow Rate, HFR	0.00	76	17	, 		115	56		0
(veh/h) Percent Heavy Vehicles	2	<del></del>			-				
			2		<u> </u>	0	0	l	1
Percent Grade (%)		0			ļ		0		
Flared Approach		N			ļ		N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	0	0			0	0		0
Configuration		LR							
Delay, Queue Length, a	and Level of Se	rvice							
Approach	Northbound	Southbound		Westb	ound		1	astbound	
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LT			٣	<del> </del>		<del>                                     </del>	LR	12
v (veh/h)	115		-	<u> </u>	$\dashv$		<del>                                     </del>	126	1
C (m) (veh/h)	1501			<del> </del>		<del></del>	<del> </del>		+
<del></del>							<del> </del>	881	ļ
//c	0.08							0.14	
95% queue length	0.25							0.50	
Control Delay (s/veh)	7.6							9.8	
_OS	Α							Α	
Approach Delay (s/veh)								9.8	
Approach LOS			· · ·			-		A	
opyright © 2005 University of FI	orida, All Rights Rese	erved		CS+TM	Vomi	5.2	Gener	eted: 4/18/20	14 11:00 4

#### **Turning Movement Diagram**

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

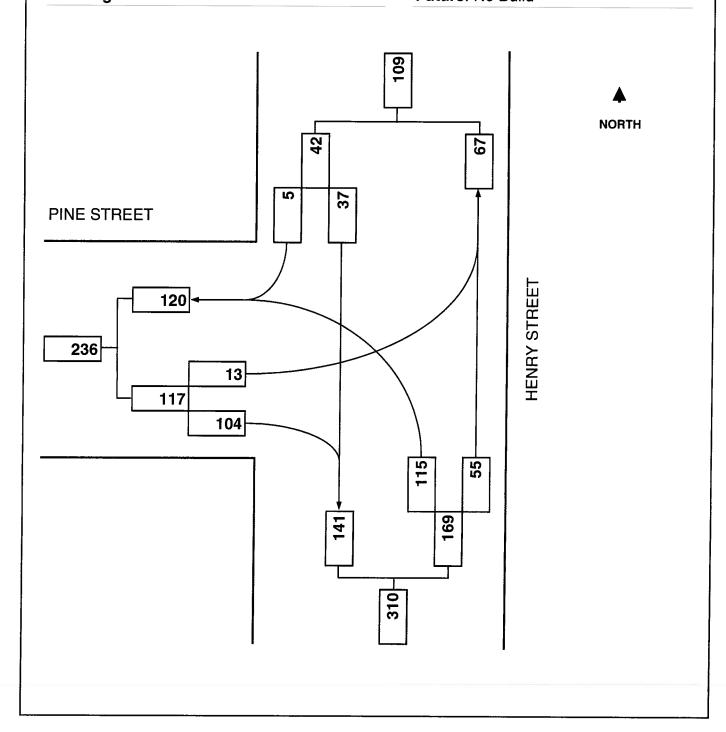
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



	TV	VO-WAY STO	P CONTR	OL S	SUM	MARY			
General Information	on		Site	Infori	mati	on	<del></del>		
Analyst	HCP		Inters	ection			Henry S	t. & Pine S	it.
Agency/Co.	BETA G	roup, Inc.		liction			Amherst		
Date Performed	4/18/201			sis Ye	ar		2019	,	
Analysis Time Period	PM Pea	k - Future No Buil	d						
Project Description 4		at						· · · · · · · · · · · · · · · · · · ·	
East/West Street: Pine			North/	South	Stree	et: <i>Henry</i>	Street	·	
Intersection Orientation	: North-South					): 0.25			
Vehicle Volumes a	nd Adjustme	ents	·			***			***
Major Street		Northbound			T		Southbo	und	
Movement	1	2	3			4	5		6
	L	Т	R			L	Т		R
Volume (veh/h)	115	55					37		5
Peak-Hour Factor, PHF	0.87	0.87	1.00	)		1.00	0.87		0.87
Hourly Flow Rate, HFR (veh/h)	14	0	119	)	ĺ	0	0		0
Percent Heavy Vehicles	2		┪		-				
Median Type	<u> </u>			11		1			
RT Channelized			1 0		ivided	<u> </u>	T	<del></del>	
			0		<del> </del>				0
Lanes	0 LT	1	0		-	0	1		0
Configuration Upstream Signal	L1				<del> </del>				TR
		0			<u> </u>		0		
Minor Street		Eastbound			ļ		Westbou	ınd	
Movement	7	8	9		<u> </u>	10	11		12
	L	T	R		<u> </u>	<u> </u>	Т		R
Volume (veh/h)	13		104						
Peak-Hour Factor, PHF	0.87	1.00	0.87		ļ	1.00	1.00		1.00
Hourly Flow Rate, HFR (veh/h)	0	42	5			132	63		0
Percent Heavy Vehicles	2	0	2		<u> </u>	0	0		1
Percent Grade (%)		0			<u> </u>		0		
Flared Approach		N					N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	0	0			0	0		0
Configuration		LR							
Delay, Queue Length, a	and Level of Se	rvice					*		
Approach	Northbound	Southbound	,	Westbo	ound			astbound	
Movement	1	4	7	8		9	10	11	12
ane Configuration	LT			Ĭ				LR	1-12
/ (veh/h)	132						<b>_</b>		<del>                                     </del>
C (m) (veh/h)	1560							133	<del> </del>
							ļ	948	<b>_</b>
//c	0.08							0.14	
95% queue length	0.28							0.49	
Control Delay (s/veh)	7.5				1			9.4	
.OS	Α							Α	
Approach Delay (s/veh)								9.4	
pproach LOS								A	
pyright © 2005 University of Fl	orida, All Rights Rese	erved	1.17	S+TM V	Vocate		Gener	ited: 4/18/20	14 14:00 44

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Bridge Street at Market Hill Road

## Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

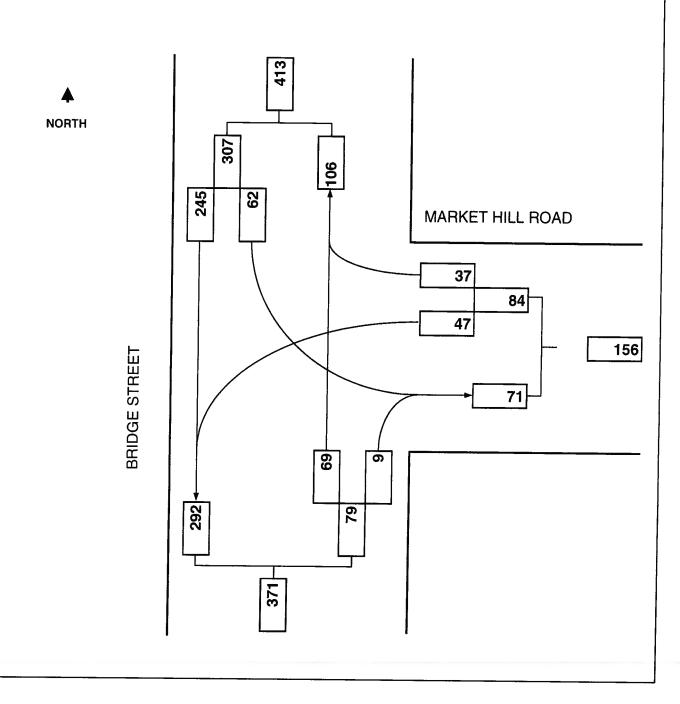
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



Camanal II-6			1=::-					
General Information			Site	<u>Informa</u>	tion			
Analyst	HCP			ection				rket Hill Ro
Agency/Co.		roup, Inc.		diction		Amhers	t, MA	
Date Performed	4/18/201			sis Year	·	2019		
Analysis Time Period		k - Future No Buil	d					
Project Description 4 East/West Street: Man	512 - The Retre	at	<b>b</b>					
ntersection Orientation:					eet: Bridge	Street		
			Study	Period (n	rs): 0.25			
Vehicle Volumes a	na Aajustme							
Major Street Movement	1	Northbound				Southbo	und	
viovement	<u> </u>	2 	3 R		4 	5 T		6
/olume (veh/h)		69	9	<del></del>	62	245		R
Peak-Hour Factor, PHF	1.00	0.85	0.8	<del>-</del>	0.85	0.85		1.00
lourly Flow Rate, HFR								
veh/h)	0	0	0		55	0		43
Percent Heavy Vehicles	0				2			
fledian Type		•		Undivid	ed			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration			TR		LT			
Jpstream Signal		0				0		
linor Street		Eastbound				Westbo	und	
lovement	7	8	9	10		11		12
	L	Т	R		L	Т	Т	
olume (veh/h)					47			
eak-Hour Factor, PHF	1.00	1.00	1.00	)	0.85	1.00		0.85
lourly Flow Rate, HFR veh/h)	72	288	0	1	0	81		10
Percent Heavy Vehicles	0	0	0					
Percent Grade (%)	<del></del>		0		5	0		3
lared Approach	<del></del>	0			<del></del>	0		
	<del></del>	N O				N		
Storage	_	0				0		···
RT Channelized			0					0
anes	0	0	0		0	0		0
onfiguration			<u> </u>			LR		
elay, Queue Length, a			<u>,</u>					
pproach	Northbound	Southbound		Westbour	ıd		Eastbou	nd
lovement	1	4	7	8	9	10	11	12
ane Configuration		LT		LR				
(veh/h)		72		98				
(m) (veh/h)		1504		623		1		
С		0.05		0.16	1		<b> </b>	
5% queue length		0.15		0.56	<del> </del>	<del>                                     </del>	<del></del>	_
ontrol Delay (s/veh)		7.5		11.9	<del> </del>		<del>                                     </del>	
OS					<del> </del>	<del>                                     </del>		<del></del>
		Α		B	1			
pproach Delay (s/veh)				11.9		<del> </del>		
proach LOS			1	В				

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Generated: 4/18/2014 11:05 AM

## **Turning Movement Diagram**

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

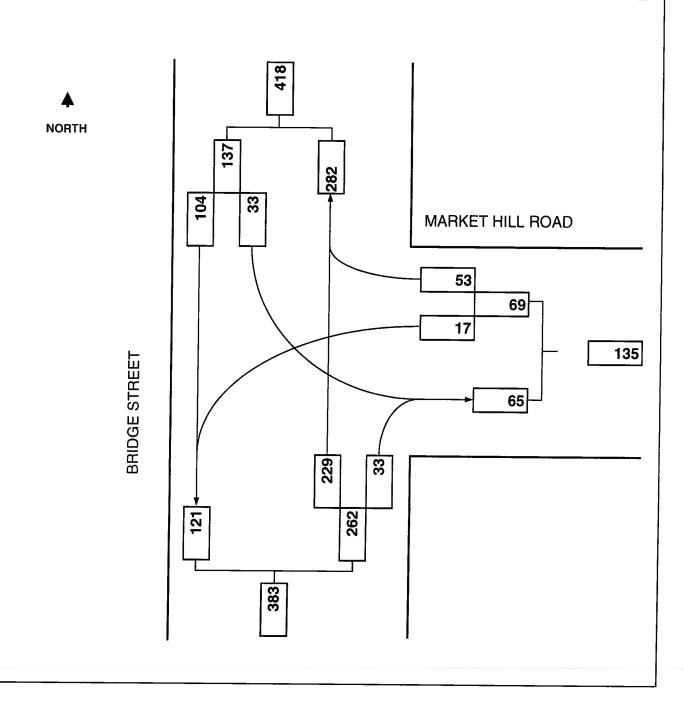
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



General Information	on		Site	Inform	ation	<del></del>		
Analyst HCP						Bridge	Bridge St. & Market Hill Ro	
		roup, Inc.		Jurisdiction		Amherst, MA		
Date Performed		4/18/2014		Analysis Year		2019		
Analysis Time Period PM I		k - Future No Buil	d					
Project Description 4		at						
East/West Street: Market Hill Road			North	North/South Street: Bridge		e Street		
ntersection Orientation	North-South		Study	Period (	hrs): 0.25			
/ehicle Volumes a	nd Adjustme	ents						
Major Street		Northbound				Southbound		
Movement	1	2	3		4	5 6		
		Т	F		L L	T		R
/olume (veh/h)		229	33		33	104		
Peak-Hour Factor, PHF	1.00	0.90	0.9	0	0.90	0.90		1.00
lourly Flow Rate, HFR /eh/h)	0	0	0		18	0		58
ercent Heavy Vehicles	0	0 2		2				
ledian Type		Undivided						
T Channelized			0					0
anes	0	1	0		0	1		0
onfiguration			TR		LT			
pstream Signal		0				0		
linor Street		Eastbound				Westbound		
lovement		7 8		9		11 12		12
	L	T	R		L	T		R
olume (veh/h)					17			53
eak-Hour Factor, PHF	1.00	1.00	1.00		0.90	1.00 0.90		0.90
ourly Flow Rate, HFR eh/h)	36	115	0		0	254		36
ercent Heavy Vehicles	0	0	0		5	0 3		3
ercent Grade (%)		0				0		<del> </del>
ared Approach		N				N		
Storage		0				0		72.
T Channelized			0			1	<del>-  -</del>	0
anes	0	0	0		0	0	<del> -</del>	0
onfiguration					·	LR		
elay, Queue Length, a	nd Level of Se	rvice				<u> </u>		
oproach	Northbound			Westbound		Eastbound		d
ovement	1	4	7	8	9	10	11	12
ne Configuration		LT	<u>-</u>	LR	+	<del>                                     </del>	<del>  ''</del>	12
(veh/h)		36		76	<del>                                     </del>		<del> </del>	-
(m) (veh/h)		1272				<del> </del>	<del> </del>	-
C (M) (Verinti)				695		<del> </del>	ļ	
		0.03		0.11	<del></del>			
% queue length		0.09		0.37				
ontrol Delay (s/veh)		7.9		10.8				
)S		Α		В				
proach Delay (s/veh)				10.8				
proach LOS	1	1	В					

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Generated: 4/18/2014 11:06 AM

Bridge Street at Pine Street



#### Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: N/A

Minor Street:

Pine Street

Day of Week:

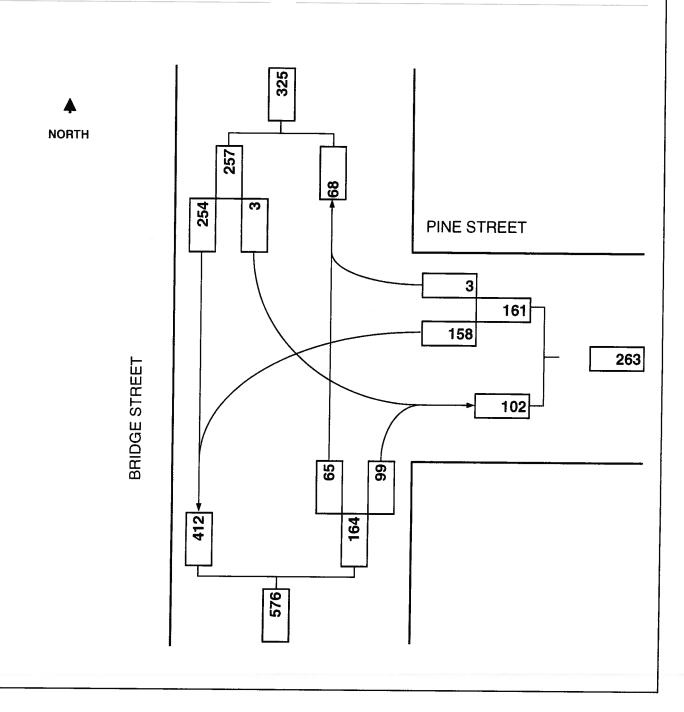
Weekday

Peak Period:

AM Peak

Future:

No-Build



General Information	n	<del></del>	Sito	Inform	ation			
Analyst	HCP				lauon	Ja		
Agency/Co.		roup, Inc.		section diction		Briage 3	St. & Pine	St.
Date Performed	4/18/201			ysis Yea	<u> </u>	Amhers 2019	t, MA	
Analysis Time Period		r k - Future No Buil		ysis i ea	1	2019		
	512 - The Retre							
ast/West Street: Pine		<u> </u>	North	/Courth C	Street: Bridg	o Cinnai		
ntersection Orientation:			Study	Period	(hrs): 0.25	e Street		
/ehicle Volumes a		nto.	Olday	T CHOC	(1113). 0.23			
Major Street	na Aujustine	Northbound				0 "		
Movement	1 1	Northbound 2	1 3			Southbo	ound	
novement	<del>                                     </del>	- <del></del> -	F		4 L	5 T		6
/olume (veh/h)	<del>                                     </del>	65	99		3	254		R
Peak-Hour Factor, PHF	1.00	0.91	0.9		0.91	0.91		1.00
lourly Flow Rate, HFR				<del>-  </del>			<del></del>	1.00
veh/h)	0	0	0	I	173	0		3
Percent Heavy Vehicles	0				2			
ledian Type				Undiv			L	
T Channelized		T	0					0
anes	0	1	0		0	1	_	0
Configuration			TF	,	LT	<del></del>		
pstream Signal		0	<del>                                     </del>		LI	0		
linor Street		Eastbound			<del></del>			
Novement	7	8	9		40	Westbo	und	- 40
iovement	1 (	Ť	R		10	11		12
olume (veh/h)	<del></del>	<u> </u>	<u></u>		L	Т		R
eak-Hour Factor, PHF	1.00	1.00	1.00		158	1.00		3
lourly Flow Rate, HFR					0.91	1.00		0.91
veh/h)	3	279	0	ŀ	0	71		108
ercent Heavy Vehicles	0	0	0		2	0		7
ercent Grade (%)		0				0		<del>′</del>
lared Approach		N	Т			I N		
Storage		0	+		<del></del>			
T Channelized	+	<del>-</del>	+			0		
			0		<u> </u>			0
anes	0	0	0		0	0		0
onfiguration			<u></u>			LR		
elay, Queue Length, a								
pproach	Northbound	Southbound		Westbo	und		Eastboun	d
ovement	1	4	7	8	9	10	11	12
ane Configuration		LT		LR				
(veh/h)		3		176		1	<del>                                     </del>	+ -
(m) (veh/h)		1397		601		+	<del>                                     </del>	
c		0.00		0.29		<del> </del>		+
						<del></del>		<del> </del>
5% queue length		0.01		1.21		<u> </u>		
ontrol Delay (s/veh)		7.6		13.5				
os		Α		В				
oproach Delay (s/veh)		<b></b>		13.5				
proach LOS				В	•			

## **Turning Movement Diagram**

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

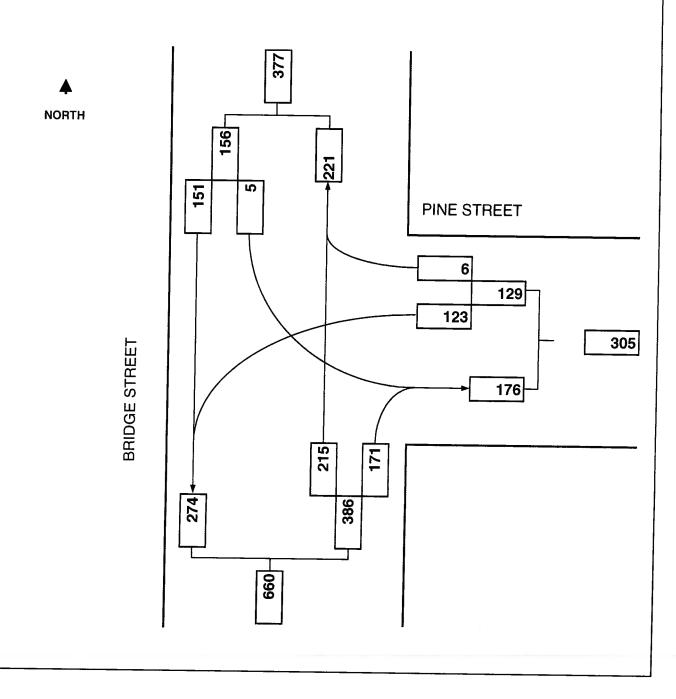
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

**Peak Period**: 4:30 AM - 5:30 PM

Future: No-Build



General Information			<b>I 6</b> • •	ROL SU	21120602			
			Site	Inform	ation			
Analyst	HCP	· · · · · · · · · · · · · · · · · · ·		section			St. & Pine	∋ St.
Agency/Co. Date Performed		roup, Inc.		diction		Amhers	t, MA	
Analysis Time Period	4/18/20 <sup>-</sup>		Anal	ysis Year		2019		
		k - Future No Bui	<u>                                     </u>			L		
Project Description 4 East/West Street: Pine	512 - The Retre	at	<u> </u>	<u> </u>				
ntersection Orientation					reet: Bridge	Street		
			Study	Period (	hrs): 0.25		<del></del>	
/ehicle Volumes a	na Aajustm				<u> </u>			
Major Street Movement		Northbound				Southbo	ound	
TOVETTETIL	1	2 	3		4	5		6
olume (veh/h)		215	F		L	T		R
eak-Hour Factor, PHF	1.00	0.95	0.9		5	151		4.00
lourly Flow Rate, HFR				<del>-</del>	0.95	0.95		1.00
/eh/h)	0	0	0	- 1	129	0	Į.	6
ercent Heavy Vehicles	0				2			
ledian Type				Undivi	ded			
T Channelized			0			1	I	0
anes	0	1	0		0	1		0
onfiguration			TR		LT			
pstream Signal		0				0	0	
inor Street		Eastbound				Westbo	und	
ovement	7	8	9		10	11		12
	L	Т	R		L	T		R
olume (veh/h)					123			6
eak-Hour Factor, PHF	1.00	1.00	1.00	)	0.95	1.00		0.95
ourly Flow Rate, HFR eh/h)	5	158	0		0	226		180
ercent Heavy Vehicles	0	0	0		2	0		7
ercent Grade (%)		0				0		
ared Approach		N				N		
Storage		0				0		<del></del>
T Channelized			0			1	_	0
ines	0	0	0		0	0		0
onfiguration						LR		
elay, Queue Length, a	nd Level of Se	rvice					1	
proach	Northbound	Southbound		Westbou	nd		Eastbour	d
ovement	1	4	7	8	9	10	11	12
ne Configuration		LT	•	LR	1 -	1	<del>  ''</del>	<del>                                     </del>
veh/h)		5		135		<del> </del>	<del> </del>	+
(m) (veh/h)		1153		546	+		<b></b>	+
>		0.00					ļ	
% queue length				0.25	<del>- </del>			
entrol Delay (s/veh)		0.01		0.97	<del>                                     </del>	<u> </u>		
OS (S/Ven)		8.1		13.7	<del> </del>			
		Α		В	<u> </u>			
proach Delay (s/veh)				13.7				
proach LOS				В				

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Generated: 4/18/2014 11:14 AM

East Pleasant Street at Pine Street



#### **Turning Movement Diagram**

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

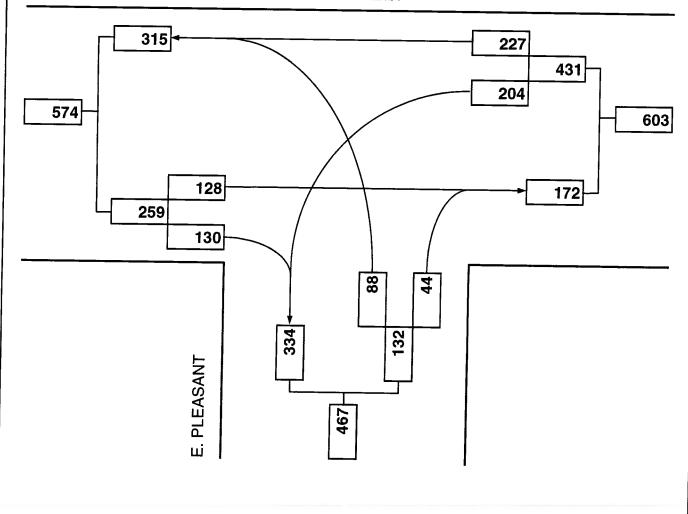
Peak Period: AM Peak

Future: No Build



**NORTH** 

#### PINE STREET



Conoral Informati				ROL S			<del></del>		
General Information				Inforn	nati	on			
Analyst	HCP			section					Pine St.
Agency/Co.		roup, Inc.		diction			Amhers	t, MA	
Date Performed	4/18/20		Anal	ysis Yea	ar		2019		
Analysis Time Period		k - Future No Bu	ild						
Project Description 4  ast/West Street: Pine	512 - The Retre	at							
ntersection Orientation			North	/South S	Stree	t: E. Ple	asant St.		
			Study	Period	(hrs	): 0.25			
/ehicle Volumes a	nd Adjustm								
flajor Street		Eastbound			<u> </u>		Westbo	und	
Movement	1 !	2	3		<u> </u>	4	5		6
olume (veh/h)	L	T 100	F		<u> </u>	L	T		R
eak-Hour Factor, PHF	1.00	128	13		<u> </u>	204	227		
lourly Flow Rate, HFR		0.93	0.9	ত		0.93	0.93		1.00
/eh/h)	0	137	13	9		219	244	ĺ	0
ercent Heavy Vehicles	0				<del>                                     </del>	2	<del>                                     </del>		
ledian Type				Undiv	viden				
RT Channelized			0	0			<del></del>		0
anes	0	1	0		-	0	1		0
Configuration			TR	,		LT	<del>'</del>		
lpstream Signal		0					0		
linor Street		Northbound		<del> i</del>			Southbo	und	
lovement	7	8	9			10	11	unu	12
	L	T	R			L	<del>                                     </del>		R
olume (veh/h)	88		44				<del> </del>	<del></del>	
eak-Hour Factor, PHF	0.93	1.00	0.9		1.00		1.00		1.00
ourly Flow Rate, HFR	94	0	47			0	0		0
/eh/h) ercent Heavy Vehicles									
ercent Grade (%)	1	0	3			0	0		0
		0					0		
lared Approach		N					N		
Storage		0					0		
T Channelized			0						0
anes	0	0	0			0	0		0
onfiguration		LR							
elay, Queue Length, a	ind Level of Se	rvice							
oproach	Eastbound	Westbound		Northbo	und			outhbou	nd
ovement	1	4	7	8		9	10	11	12
ne Configuration		LT		LR	_			<del>-                                    </del>	<del>  '-</del>
(veh/h)		219		141	+		1	<del> </del>	
(m) (veh/h)		1287		338	十	· · · · · · · · · · · · · · · · · · ·	<del> </del>	<del>                                     </del>	-
3		0.17	<del></del>	0.42	_		<del> </del>	<del> </del>	-
% queue length		0.61			-		<del> </del>		
ontrol Delay (s/veh)				1.99	-				+
		8.4		23.1	_		<b></b>		
DS CONTRACTOR		A		С					
proach Delay (s/veh)				23.1					
proach LOS	[			С					

HCS+TM Version 5.2

Generated: 4/18/2014 11:07 AM

## Turning Movement Diagram

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

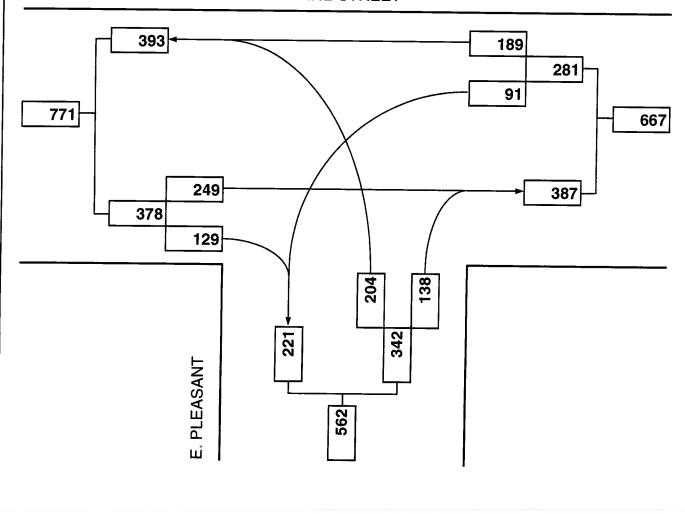
Peak Period: PM Peak

Future: No Build



NORTH

#### PINE STREET



	Т	WO-WAY STO	P CONT	ROL S	UM	IMARY						
General Information	on	**-	Site	Inforr	nati	ion						
Analyst	HCP			section			E. Plea	sant	St & I	Pine St		
Agency/Co.		Group, Inc.		diction	_		Amhers			<i></i> Ot.		
Date Performed	4/18/20	014	Anal	ysis Yea	ar		2019	,	<u> </u>			
Analysis Time Period	PM Pe	ak - Future No Bu	ild									
Project Description 4	512 - The Reti	eat										
East/West Street: Pine			North	/South	Stree	et: <i>E. Ple</i>	asant St.					
Intersection Orientation	: East-West					s): 0.25						
Vehicle Volumes a	nd Adjustn	nents										
Major Street		Eastbound		-			Westbo	ound				
Movement	1	2	3			4	5			6		
	L	T	F	₹		L	T			R		
Volume (veh/h)		249	12			91	189	1				
Peak-Hour Factor, PHF		0.94	0.9	4		0.94	0.94	1		1.00		
Hourly Flow Rate, HFR (veh/h)	0	264	13	7		96	201			0		
Percent Heavy Vehicles	0				_							
Median Type	0					2						
RT Channelized				Undi	viae	a						
Lanes	0		- 0							0		
Configuration		1	0			0	1			0		
Jpstream Signal			TF	?		<u>LT</u>			1			
	_						0			<u> </u>		
Minor Street		Northbound					Southbo	und				
Movement	7	8	9			10	11			12		
7-1 - 7 183	L	T	R			L	Т			R		
/olume (veh/h)	204	- 4.00	138									
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.94	1.00	0.9	4		1.00	1.00		<u> </u>	1.00		
veh/h)	217	0	146	3		0	0			0		
Percent Heavy Vehicles	1	0	3			0	0			0		
Percent Grade (%)		0					0					
lared Approach		N					N		T			
Storage		0					0					
RT Channelized			0						<b>†</b>	0		
anes.	0	0	0			0	0		1-	0		
Configuration		LR					<u> </u>		1			
elay, Queue Length, a	ind Level of S				=		<del></del>					
pproach	Eastbound	Westbound		Northbo	und		T	South	bound	,		
Novement	1	4	7	8	3110	9	10	_		7		
ane Configuration	<u> </u>	LT	<del>                                     </del>			9	10	╂	11	12		
(veh/h)		96	<del>                                      </del>	LR	$\dashv$		<del> </del>	╀—		<u> </u>		
			<del> </del>	363	_		<del> </del>	<del> </del>		<u> </u>		
(m) (veh/h)		1158		449	_							
/c		0.08		0.81	_							
5% queue length		0.27	<u></u>	7.47								
ontrol Delay (s/veh)		8.4		39.0	$\neg$							
OS		Α		E						<b>T</b>		
pproach Delay (s/veh)	-			39.0								
pproach LOS			<del>                                     </del>	E			<del>                                     </del>					
pyright © 2005 University of Flo	rido All Dieber D	<u> </u>	<b></b>	CS+ <sup>TM</sup> V			L			4 11:08 A		

East Pleasant Street at Eastman Lane/Tilson Farm Road

## **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

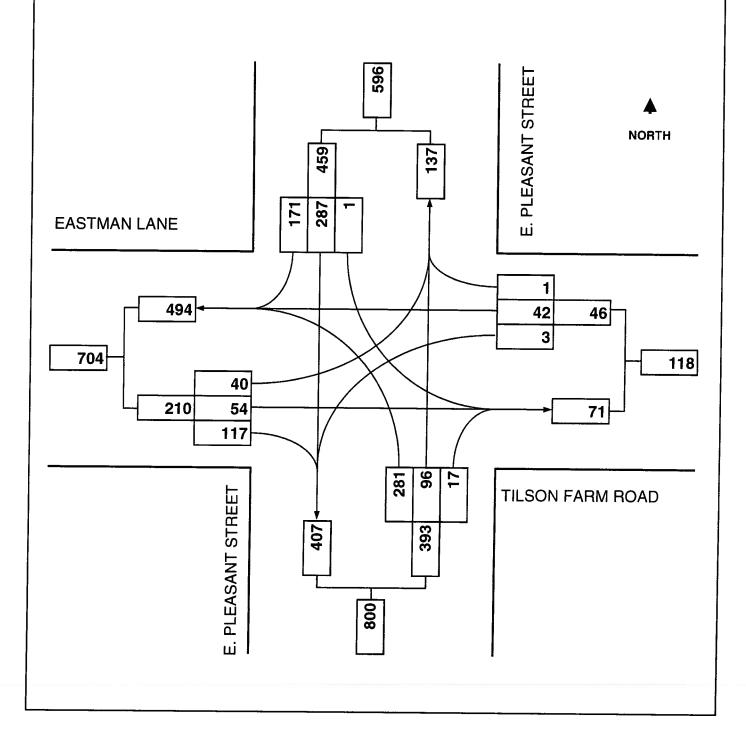
Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



	•	-	•	1	<b>—</b>	•	4	<b>†</b>	1	-	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		83	4		25	4			4	,,,_,
Volume (vph)	38	51	111	3	40	1	281	91	16	1	273	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1708	0	0	1852	0	0	1789	0	0	1770	0
Flt Permitted		0.928			0.980			0.532			0.999	
Satd. Flow (perm)	0	1599	0	0	1820	0	0	985	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes	_		Yes
Satd. Flow (RTOR)		106			1			6			82	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	226	0	0	49	0	0	423	0	0	493	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	0.70
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		11.7			11.7			34.1			34.1	
Actuated g/C Ratio		0.22			0.22			0.63			0.63	
v/c Ratio		0.52			0.12			0.68			0.43	
Control Delay		14.7			16.7			15.3			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.7			16.7			15.3			6.1	
LOS		В			В			В			Α	
Approach Delay		14.7			16.7			15.3			6.1	
Approach LOS		В			В			В			Α	
latana al'an O												

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.9

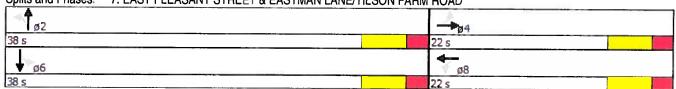
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68 Intersection Signal Delay: 11.4 Intersection Capacity Utilization 76.0%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD



#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

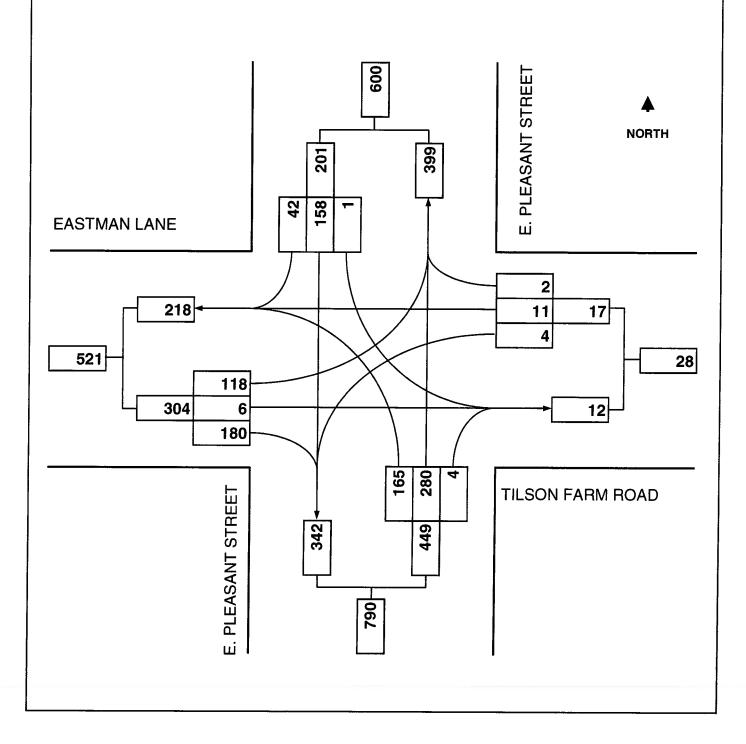
Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SE	SBT 45 1 150	SBR
	4	
Lane Configurations 💠 💠		
Volume (vph) 112 6 171 4 10 2 157 280 4		40
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190		1900
Satd. Flow (prot) 0 1681 0 0 1811 0 0 1827 0	1811	0
Fit Permitted 0.866 0.928 0.807	0.999	_
Satd. Flow (perm) 0 1484 0 0 1701 0 0 1502 0	1809	0
Right Turn on Red Yes Yes Yes		Yes
Satd. Flow (RTOR) 127 2 1	36	
Link Speed (mph) 25 25 35	35	
Link Distance (ft) 3603 2633 13362	22902	
Travel Time (s) 98.3 71.8 260.3	446.1	
Lane Group Flow (vph) 0 316 0 0 17 0 0 468 0	209	0
Turn Type Perm NA Perm NA Perm NA Perr		
Protected Phases 4 8 2	6	
Permitted Phases 4 8 2	3	
Total Split (s) 23.0 23.0 23.0 23.0 37.0 37.0	37.0	
Total Lost Time (s) 4.0 4.0	4.0	
Act Effct Green (s) 14.1 14.1 33.2	33.2	
Actuated g/C Ratio 0.25 0.60	0.60	
v/c Ratio 0.67 0.04 0.52	0.19	
Control Delay 18.2 13.9 10.1	5.5	
Queue Delay 0.0 0.0 0.0	0.0	
Total Delay 18.2 13.9 10.1	5.5	
LOS B B B	Α	
Approach Delay 18.2 13.9 10.1	5.5	
Approach LOS B B B	Α	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.3

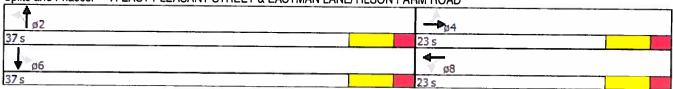
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67 Intersection Signal Delay: 11.7 Intersection Capacity Utilization 69.6%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD



East Pleasant Street at Strong Street



#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

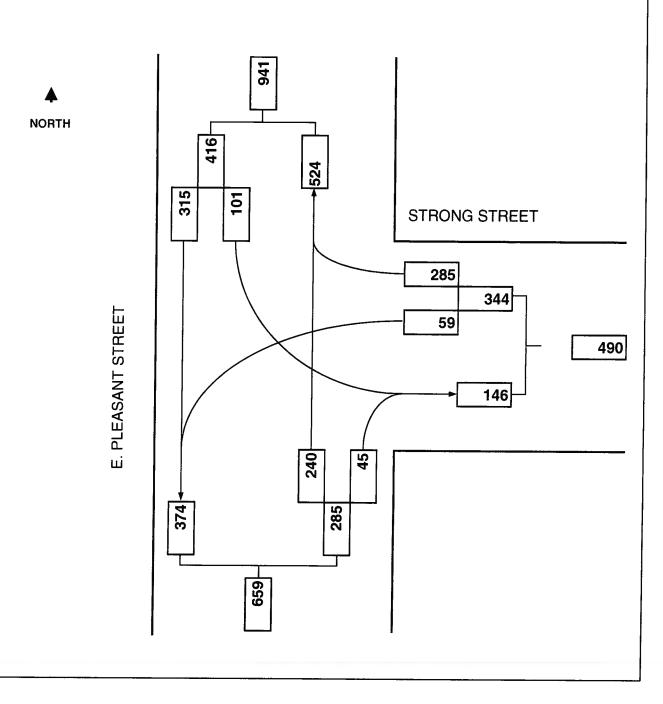
Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



		VO-WAY STO			- 5	50393.9						
General Information			Site	Inform	nati	on						
Analyst	HCP		Inters	section			E. Pleas	ant St.	& Str	ona S		
Agency/Co.		roup, Inc.	Juris	diction			Amhers					
Date Performed	4/18/201			/sis Yea	ır		2019					
Analysis Time Period		k - Future No Buil	d									
	512 - The Retre	at										
East/West Street: Stro							asant Stree	t				
ntersection Orientation	North-South		Study	Period	(hrs	s): 0.25						
Vehicle Volumes a	nd Adjustme											
Major Street		Northbound					Southbo	und				
Movement	1 1	2	3			4	5			6		
/-l//	L L	T	R		<u> </u>	<u> </u>	Т			R		
/olume (veh/h) Peak-Hour Factor, PHF	1.00	240	45			101	0					
lourly Flow Rate, HFR	1.00	0.92	0.9	2	<u> </u>	0.92	0.92		1	.00		
veh/h)	0	О	0	ı		64	0		3	309		
Percent Heavy Vehicles	0					1	<del> </del>					
fedian Type				Undiv	/idec	d						
RT Channelized			0									0
anes	0	1	0			0	1			0		
Configuration			TR			LT						
Jpstream Signal		0					0					
linor Street		Eastbound					Westboo	ınd				
Novement	7	8	9			10	11			12		
	L	Т	R			L	T			R		
olume (veh/h)						59			2	85		
eak-Hour Factor, PHF	1.00	1.00	1.00	)		0.92	1.00		0.	.92		
lourly Flow Rate, HFR /eh/h)	109	0	0			0	260		4	48		
ercent Heavy Vehicles	0	0	0			1	0			1		
ercent Grade (%)		0					0					
lared Approach		Ν					N					
Storage		0					0					
T Channelized			0							0		
anes	0	0	0			0	0			0		
onfiguration							LR					
elay, Queue Length, a	and Level of Se	rvice										
pproach	Northbound	Southbound		Westbo	und			Eastbou	ınd			
ovement	1	4	7	8		9	10	11	T	12		
ane Configuration		LT		LR	┨			<del></del>	$\dashv$			
(veh/h)		109		373	$\dashv$				$\dashv$			
(m) (veh/h)		1258		691	_		<del>                                     </del>		$\dashv$			
C		0.09		0.54	-				$\dashv$			
5% queue length		0.28		3.25	-				-			
ontrol Delay (s/veh)		8.1		16.2					+			
os os		A.		70.2 C	-		<b> </b>		-			
pproach Delay (s/veh)		A										
				16.2								
oproach LOS	orida. All Rights Rese			С								

#### Turning Movement Diagram

Major Street: E. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

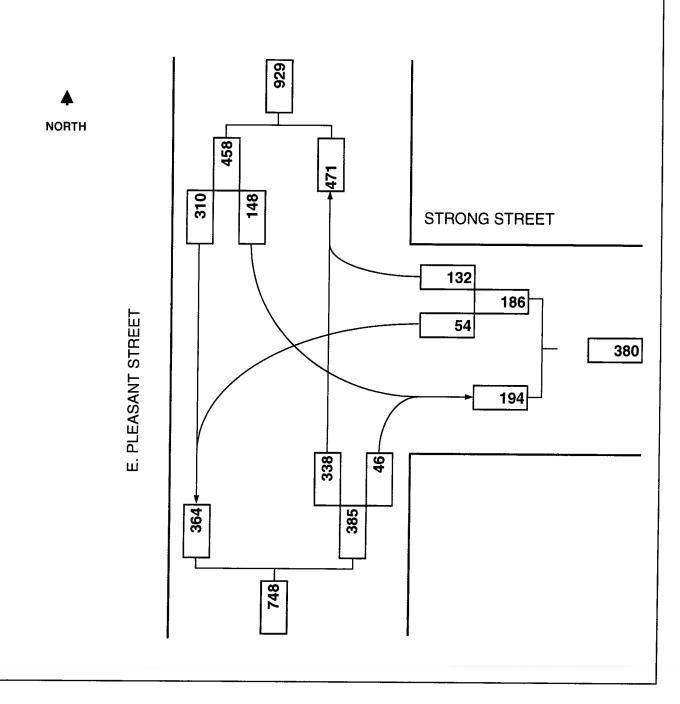
Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: PM Peak

Future: No Build



General Information	'n		0:4-	Info	agtion					
				Inforn	nation					
Analyst	HCP			section			E. Pleas		& Stro	ong S
Agency/Co. Date Performed		roup, Inc.		diction			Amhers	t, MA		
Analysis Time Period	4/18/201	k - Future No Buil		/sis Yea	ır		2019			
			0							
Project Description 4: East/West Street: Stro		at	<b>b</b> :							
ntersection Orientation:							sant Stree	<u>t                                      </u>		
			Study	Period	(hrs): 0.	25				
Vehicle Volumes a	na Aajustme							<del></del>		
Major Street		Northbound					Southbo	und		
Movement	1 1	2	3		4		5			6
/olume (veh/h)	L.	T 220	R		L		T			R
Peak-Hour Factor, PHF	1.00	338 0.93	46		148		310			
lourly Flow Rate, HFR			0.9	3	0.93		0.92		1.	00
veh/h)	0	0	0		58		0	- 1	1.	41
Percent Heavy Vehicles	0				1			+		
Median Type				Undi						
RT Channelized			7 0				<u> </u>			0
anes	0	1	0		0		1			0
Configuration			TR	,	LT					U
Jpstream Signal		0	- ''		LI		0			
finor Street										
Movement	7	Eastbound	<del></del>		- 40		Westboo	und		
novement		8	9		10		11			12
(aluma (unb (b)	L	T	R		L		T			R
olume (veh/h) Peak-Hour Factor, PHF	1.00	100	10		54		1.00			32
fourly Flow Rate, HFR	1.00	1.00	1.00		0.93		1.00		0.	93
veh/h)	159	336	0	1	0		363	i	4	9
ercent Heavy Vehicles	0	0	0		1		0		- 1	1
ercent Grade (%)		0					0			
lared Approach		N	T				N			
Storage		0	<del>                                     </del>	<del></del>	<del></del>	-	0	$\overline{}$	-	
RT Channelized			0		···			+	-	)
anes	0	0	0		0		0		- 0	
Configuration	1 <u> </u>	<del></del>	<del>                                     </del>	-	U			_	- (	,
elay, Queue Length, a	nd Level of So	rvico		1			LR			
pproach	Northbound			Marth						
		Southbound		Westbo				Eastbou	nd	
lovement	1	4	7	8		-	10	11		12
ane Configuration		LT		LR						
(veh/h)		159		199		T			T	
(m) (veh/h)		1152		419						
c		0.14		0.47			-		1	
% queue length		0.48		2.49					$\dashv$	
ontrol Delay (s/veh)		8.6				-+			-	
OS				21.1						
		Α		С						
oproach Delay (s/veh)				21.1						
oproach LOS				С						

North Pleasant Street at Pine Street/Meadow Street

#### **Turning Movement Diagram**

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

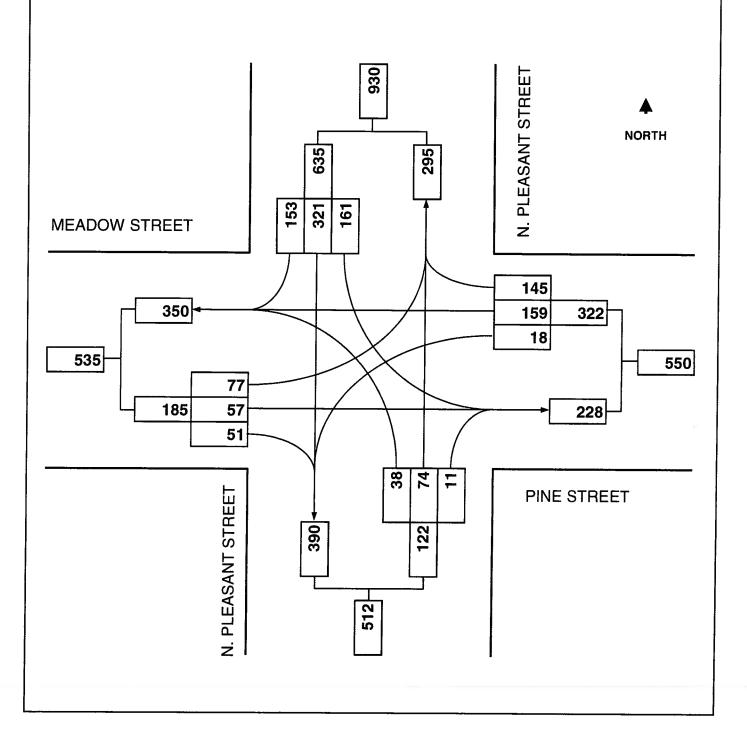
Existing: n/a

Minor Street: Pine Street/Meadow Street

Day of Week: Weekday

Peak Period: AM Peak

Future: No Build



	٠	<b>→</b>	*	€	4	4	4	<b>†</b>	~	1	<del> </del>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	48	7	<b>1</b>	78	7	<b>†</b>	7
Volume (vph)	73	54	49	17	151	138	36	70	10	153	<b>3</b> 21	146
ideai Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150	//E	150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		-
Satd. Flow (prot)	0	1820	0	0	1694	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.785			0.980		0.471			0.706		
Satd. Flow (perm)	0	1458	0	0	1665	0	795	1689	1436	1150	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			87				55			163
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	197	0	0	342	0	40	78	11	171	341	163
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6	•	6
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		26.0			26.0		26.0	26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio		0.43			0.43		0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio		0.30			0.44		0.12	0.11	0.02	0.34	0.47	0.23
Control Delay		10.2			10.9		11.3	10.7	0.0	13.8	14.7	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.2			10.9		11.3	10.7	0.0	13.8	14.7	3.1
LOS		В			В		В	В	A	В	В	A
Approach Delay		10.2			10.9			10.0	• •	_	11.7	- "
Approach LOS		В			В			A			В	
Internation O												

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

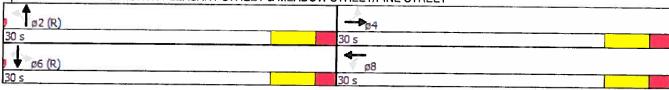
Control Type: Pretimed Maximum v/c Ratio: 0.47 Intersection Signal Delay: 11.1

Intersection Capacity Utilization 62.1%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET



#### **Turning Movement Diagram**

Major Street: N. Pleasant Street

City/Town: Amherst, MA

Reference No.: 4512

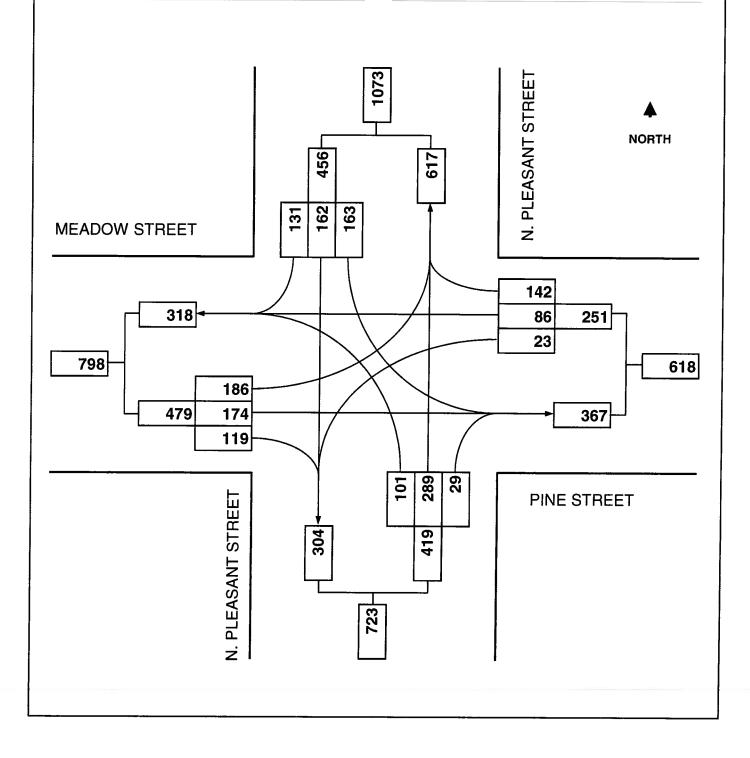
Existing: n/a

Minor Street: Pine Street/Meadow Street

Day of Week: Weekday

Peak Period:PM Peak

Future: No Build



	۶	-	>	<b>*</b>	<b>←</b>	*	4	<b>†</b>	~	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ħ	<b></b>	74	*	<b>A</b>	7
Volume (vph)	177	166	113	22	82	135	96	275	28	155	154	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25		•	25		
Satd. Flow (prot)	0	1831	0	0	1664	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.767			0.939		0.651			0.499		1.00
Satd. Flow (perm)	0	1432	0	0	1570	0	1099	1689	1436	813	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			146				55			137
Link Speed (mph)		35			25			30			30	107
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	500	0	0	262	0	105	301	31	170	168	137
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	. 0,,,,
Permitted Phases	4			8			2		2	6	ŭ	6
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0	28.0	28.0	28.0	28.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		28.0			28.0		24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio		0.47			0.47		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio		0.73			0.32		0.24	0.45	0.05	0.52	0.25	0.21
Control Delay		19.8			5.8		13.8	15.8	2.1	20.8	13.3	3.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.8			5.8		13.8	15.8	2.1	20.8	13.3	3.5
LOS		В			A		В	В	A	20.0 C	В	Α.
Approach Delay		19.8			5.8		_	14.3	,,	0	13.2	^
Approach LOS		В			A			В			10.2 B	
Intersection Cumment												

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

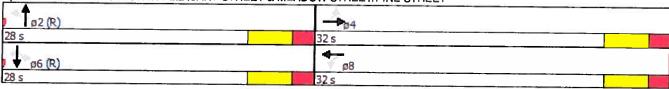
Control Type: Pretimed Maximum v/c Ratio: 0.73 Intersection Signal Delay: 14.3

Intersection Capacity Utilization 78.7%

Intersection LOS: B ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET



Future Build AM and PM Peak Hour

Henry Street at Pine Street



## Turning Movement Diagram

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

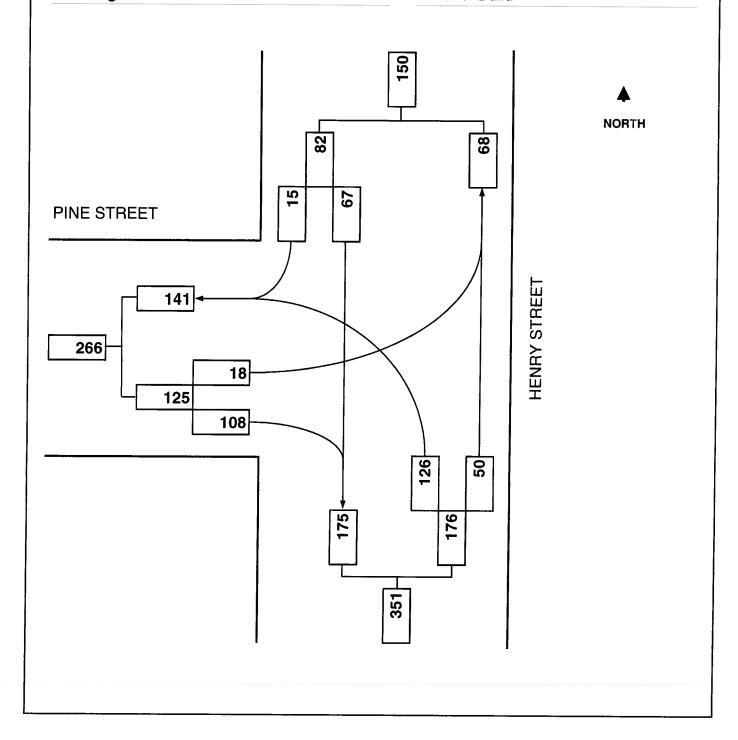
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



General Information	on .		Qit.	Infor	mation						
Analyst	HCP					1.					
Agency/Co.		roup, Inc.		section diction	· · · · · · · · · · · · · · · · · · ·			t. & Pine S	St.		
Date Performed	4/18/201			ysis Ye	or.		mhers	t, MA			
Analysis Time Period		k - Future Build	Ariai	ysis re	aı	- 2	019				
Project Description 4											
East/West Street: Pine		al	Alorth	/Courth	Chart II						
ntersection Orientation					Street: H		et				
			Study	Period	i (nrs): 0	25					
Vehicle Volumes a	ina Aajustm				·						
Major Street  Movement		Northbound			<u> </u>	s	outhbo	ound			
viovement	1	2 	3		4		5		6		
Volume (veh/h)	126	50	F	`	<u> </u>		T		R		
Peak-Hour Factor, PHF		0.88	1.0	0	1.00		67	<del></del> -	15		
Hourly Flow Rate, HFR					1.00		0.88		0.88		
veh/h)	20	0	12	2	0		0		0		
Percent Heavy Vehicles	2				1						
/ledian Type				Und	ivided			L	-		
RT Channelized			1 0		1.000				0		
anes	0	1	1 0		0		1		0		
Configuration	LT		<del>                                     </del>						TR		
Jpstream Signal		0					Ö		IK		
finor Street		Eastbound									
Movement	7	8	9		40		estbo	und	- 40		
NOVEMENT	<del> </del>	Ť	R		10		11		12		
olume (veh/h)	18	<del>-   '</del>					Т		R		
Peak-Hour Factor, PHF	0.88	1.00	108 0.8		4.00				4.00		
lourly Flow Rate, HFR			0.0		1.00		1.00				1.00
/eh/h)	0	76	17		143		56		0		
ercent Heavy Vehicles	2	0	2		0		0	<del></del>	1		
Percent Grade (%)		0	<del></del>	-			0		<u>'</u>		
lared Approach		N	T				$\frac{\sigma}{N}$				
Storage	<del></del>	0	<del></del>								
RT Channelized		<del></del>	+				0				
	<del>                                     </del>	<del></del>	0						0		
anes	0	0	0		0		0		0		
onfiguration		LR									
elay, Queue Length,											
pproach	Northbound	Southbound		Westbo	ound		- 1	Eastbound			
lovement	1	4	7	8	9		10	11	12		
ane Configuration	LT							LR			
(veh/h)	143			T	$\neg$	-		142	1		
(m) (veh/h)	1501					-+		872	<del> </del> -		
c	0.10			<del>                                     </del>							
				<del> </del>				0.16	<del> </del>		
5% queue length	0.32			Ļ		-		0.58			
ontrol Delay (s/veh)	7.7			L				9.9			
OS	A							Α			
oproach Delay (s/veh)								9.9			
proach LOS			-					A			

#### **Turning Movement Diagram**

Major Street: Henry Street

City/Town: Amherst, MA

Reference No.: 4512

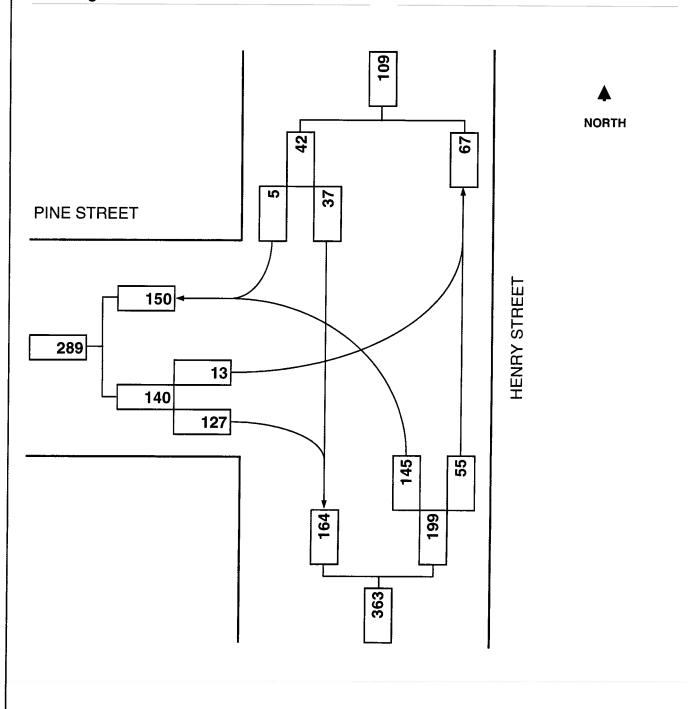
Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: PM Peak

Future: Build



General Information	on		Site Inf	ormation			
Analyst	HCP		Intersec		Honny	St. & Pine S	·,
Agency/Co.		roup, Inc.	Jurisdict		Amhers		ı.
Date Performed	4/18/201		Analysis		2019	ι, ππ	<del></del>
Analysis Time Period	PM Pea	k - Future Build					
	512 - The Retre	eat					
East/West Street: Pind			North/So	uth Street: He	enry Street		
ntersection Orientation				riod (hrs): 0.2			
Vehicle Volumes a	ınd Adjustm	ents					
Major Street		Northbound			Southbo	ound	
Movement	1	2	3	4	5		6
	L	T	R	L	T		R
Volume (veh/h)		55			37		5
Peak-Hour Factor, PHF		0.87	1.00	1.00	0.87		0.87
Hourly Flow Rate, HFR veh/h)	14	0	145	0	0		0
Percent Heavy Vehicles	2			1			
Median Type			U	Individed		- <u>-</u>	
RT Channelized			0				0
anes	0	1	0	0	1		0
Configuration	LT						TR
Jpstream Signal		0			0		
/linor Street		Eastbound			Westbo	und	
Movement	7	8	9	10	11		12
	L	Т	R	L	Т		R
/olume (veh/h)	13		127				
Peak-Hour Factor, PHF	0.87	1.00	0.87	1.00	1.00	00 1.	
fourly Flow Rate, HFR veh/h)	0	42	5	156	63		0
Percent Heavy Vehicles	2	0	2	0	0		1
Percent Grade (%)		0			0		
lared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
anes	0	0	0	0	0		0
Configuration		LR					<u> </u>
elay, Queue Length,	and Level of Se						
pproach	Northbound	Southbound	We	stbound		Eastbound	
lovement	1	4	7	8 9	10	11	12
ane Configuration	LT	· · · · · · · · · · · · · · · · · · ·		<u> </u>		LR	12
(veh/h)	156						
(m) (veh/h)	1560					159	
/c	0.10	<b></b>				948	
						0.17	<u> </u>
5% queue length	0.33					0.60	
ontrol Delay (s/veh)	7.6					9.6	
os	Α					Α	
pproach Delay (s/veh)						9.6	
pproach LOS						Α	

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Bridge Street at Market Hill Road

#### Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

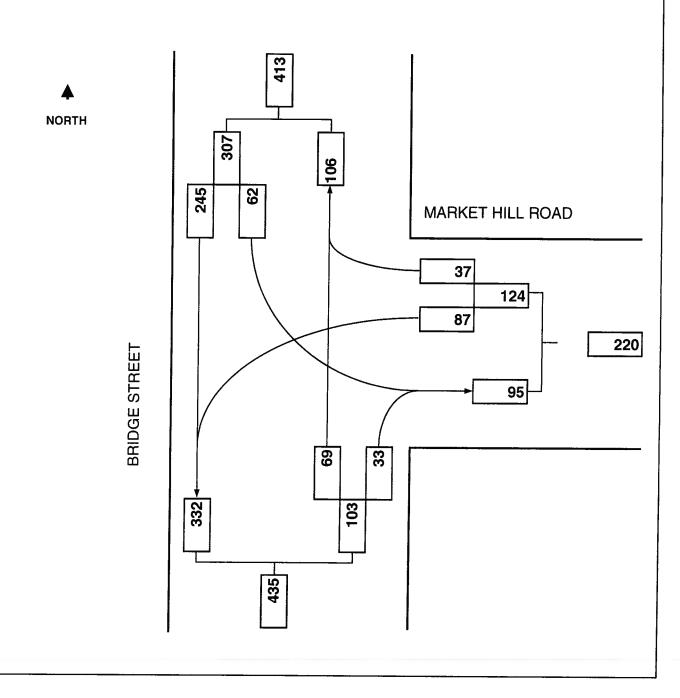
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



	TV	VO-WAY STO	P CONTR	ROL SI	UM	MARY					
General Information	on		Site	Inform	nati	ion					
Analyst HCP				ection			Bridge S	St . 8	Marke	t Hill Rd	
Agency/Co.		roup, Inc.	Jurisdiction			Bridge St. & Market Hill Rd. Amherst, MA					
Date Performed	4/18/201		Analysis Year			2019					
Analysis Time Period AM Pe		k - Future Build									
Project Description 4		at									
East/West Street: Mar						et: <i>Bridge</i>	Street				
Intersection Orientation			Study	Period	(hrs	): 0.25					
Vehicle Volumes a	nd Adjustme										
Major Street		Northbound				<del></del>	Southbound				
Movement	1 - 1 -	2	3			4	5			6	
Volume (veh/h)	L	69	33			L	T		╀	R	
Peak-Hour Factor, PHF	1.00	0.85	0.8			62 0.85	245 0.85		┼	1.00	
Hourly Flow Rate, HFR				<del>'</del>					+		
(veh/h)		0	0			102	0			43	
Percent Heavy Vehicles	0					2					
Median Type				Undiv	/ide	d					
RT Channelized			0							0	
Lanes	0	1	0			0	1			0	
Configuration			TR			LT					
Upstream Signal	<u>L</u>	0		I			0		1		
Minor Street		Eastbound				Westbound					
Movement	7	8	9			10	11			12	
	L	T	R			L	Т		1	R	
Volume (veh/h)						87				37	
Peak-Hour Factor, PHF	1.00	1.00	1.00			0.85	1.00		ـــــــ	0.85	
Hourly Flow Rate, HFR (veh/h)	72	288	0			0	81			38	
Percent Heavy Vehicles	0	0	0			5	0		╁	3	
Percent Grade (%)		0					0		<del></del>		
Flared Approach		T N	1	-			T N T				
Storage		0	_	_			0		+		
RT Channelized			0						+	0	
Lanes	0	0	0			0	0		╂	0	
Configuration			<u> </u>				LR		<del>                                     </del>		
Delay, Queue Length, a	and Level of Se	rvice									
Approach	Northbound	Southbound	,	Westbound		Eastbound					
Movement	1	4	7	8	<u> </u>	9	10		11	12	
ane Configuration		LT		LR		-	10	┝	11	12	
/ (veh/h)		72		145				$\vdash$			
C (m) (veh/h)		1469		561	$\dashv$			<del> </del>		<del>                                     </del>	
//c		0.05		0.26			<b>—</b>	_		<del>                                     </del>	
95% queue length		0.15		1.03				-		-	
Control Delay (s/veh)		7.6		13.6	_			<del> </del>		<del> </del>	
OS		7.6 A						<u> </u>		<b></b>	
Approach Delay (s/veh)				B				<u> </u>		<u> </u>	
				13.6	-		<u> </u>				
Approach LOS opyright © 2005 University of Fi				B ICS+TM \							

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#### Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

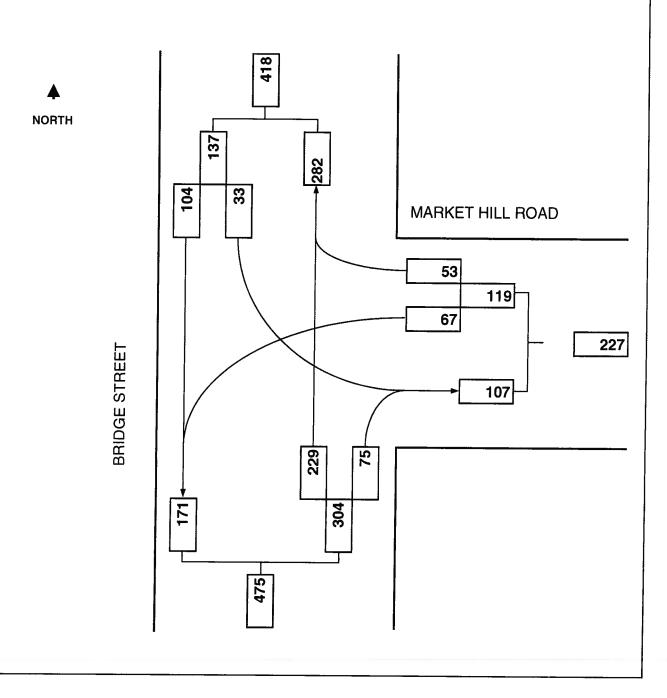
Existing: n/a

Minor Street: Market Hill Road

Day of Week: Weekday

Peak Period: PM Peak

Future: Build



General Information		VO-WAY STO									
				Informa	ation						
Analyst Agency/Co.	HCP			Intersection			Bridge St. & Market Hill Re				
Date Performed	BETA G 4/18/20		Jurisdiction			Amherst, MA					
Analysis Time Period		Analysis Year			2019						
Project Description 4		k - Future Build									
East/West Street: Mar		at	Ninath	/Caush Ca		. 04 4		<del></del>			
ntersection Orientation					reet: <i>Bridge</i> hrs): 0.25	Street					
			Study	renou (i	IIS). U.25						
Vehicle Volumes a Major Street	na Aajustme										
Movement	1	Northbound				Southbound		6			
novement	<del>-  </del>  -	2 T	3 R		4 	5					
/olume (veh/h)		229	75		33			R			
Peak-Hour Factor, PHF	1.00	0.90	0.9		0.90	104 0.90		1.00			
lourly Flow Rate, HFR				<del>*  </del>							
veh/h)	0	0	0		74	0		58			
ercent Heavy Vehicles	0				2						
ledian Type			Undivided				<u> </u>				
RT Channelized			0					0			
anes	0	1	0		0	1		0			
onfiguration			TR		LT	1					
pstream Signal		0				0					
linor Street		Eastbound				Westbound					
lovement	7 8		9		10	11		12			
	L	Т	R		L	T		R			
olume (veh/h)					67			53			
eak-Hour Factor, PHF	1.00	1.00	1.00	)	0.90	1.00		0.90			
ourly Flow Rate, HFR	36	115	0		0	254		83			
/eh/h)											
ercent Heavy Vehicles	0	0	0		5	0		3			
ercent Grade (%)		0				0					
lared Approach		N				N					
Storage		0				0					
T Channelized			0				T	0			
anes	0	0	0		0	0		0			
onfiguration						LR					
elay, Queue Length, a	ind Level of Se	rvice									
pproach	Northbound	Southbound		Westbound			Eastbou	ound			
ovement	1	4	7	8	9	10	11	12			
ne Configuration		LT		LR	1			<del>                                     </del>			
(veh/h)	· ·	36		132		<del>                                     </del>	<del>                                     </del>				
(m) (veh/h)		1222		599	1	<del>                                     </del>	<del> </del>				
C		0.03		0.22		<del>                                     </del>	<b></b>				
% queue length		0.09			+	<del> </del>					
ontrol Delay (s/veh)				0.84			<u> </u>				
		8.0		12.7	-		ļ				
OS		Α		В							
pproach Delay (s/veh)				12.7							
proach LOS				В							

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Bridge Street at Pine Street



# Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: N/A

Minor Street:

Pine Street

Day of Week:

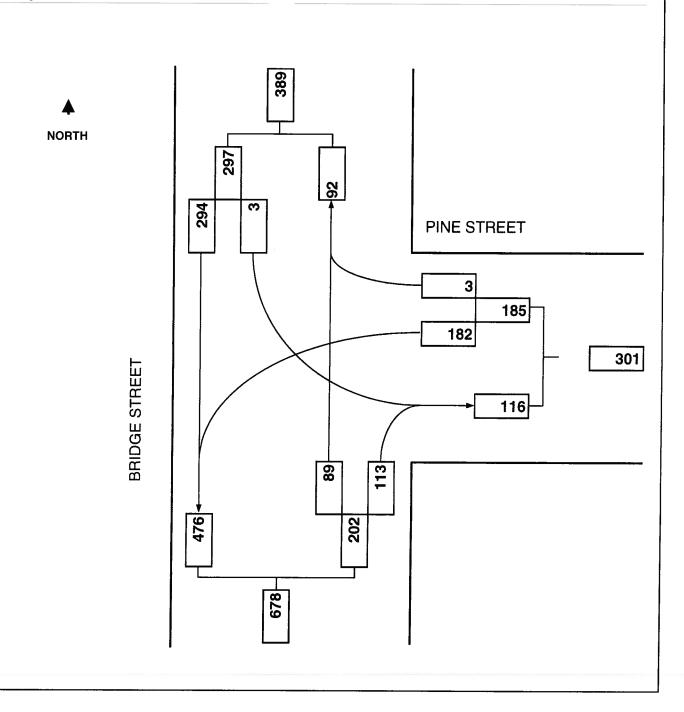
Weekday

Peak Period:

AM Peak

Future:

Build



General Information	on		Site Information							
Analyst	HCP				iauon	In	24 4 53			
Agency/Co.		roup, Inc.		section diction		Bridge St. & Pine St. Amherst, MA				
Date Performed	4/18/201		1	/sis Yea	r	2019				
Analysis Time Period		k - Future Build	— Indian	7313 T Ca		2019				
Project Description 4										
East/West Street: Pine		·	North	/South S	Street: Bridge	Street				
ntersection Orientation	: North-South				(hrs): 0.25	o Otroot				
Vehicle Volumes a	nd Adjustm	ents								
Major Street	1	Northbound				Southbo	und			
Movement	1	2	3		4	5	, dila	6		
	L	T	R		L	Ť		R		
/olume (veh/h)		89	113	3	3					
Peak-Hour Factor, PHF		0.91	0.9	1	0.91	0.91		1.00		
lourly Flow Rate, HFR veh/h)	0	0	0		199	0		3		
Percent Heavy Vehicles	0				2	_				
Median Type				Undiv	rided					
RT Channelized			0					0		
anes.	0	1	0		0	1		0		
Configuration			TR		LT					
Jpstream Signal		0				0				
linor Street		Eastbound				Westbo	und			
Novement	7	8	9		10	11		12		
	L	Т	R		L	T		R		
/olume (veh/h)					182			3		
eak-Hour Factor, PHF	1.00	1.00	1.00	)	0.91	1.00		0.91		
lourly Flow Rate, HFR veh/h)	3	339	0		0	97		124		
Percent Heavy Vehicles	0	0	0		2	0		7		
Percent Grade (%)		0				0				
lared Approach		N				N				
Storage		0				0				
T Channelized			0					0		
anes	0	0	0		0	0		0		
Configuration						LR				
elay, Queue Length, a	and Level of Se	rvice					<u> </u>			
pproach	Northbound	Southbound	,	Westbou	und		Eastboun	d		
lovement	1	4	7	8	9	10	11	12		
ane Configuration		LT		LR		1		<del>                                     </del>		
(veh/h)		3		202			<del></del>	1		
(m) (veh/h)		1348		530			<b></b>	+		
c (		0.00		0.38			<del></del>	+-		
5% queue length		0.01		1.77		<del>                                     </del>		+		
ontrol Delay (s/veh)		7.7				<del> </del>				
OS				15.9				-		
		Α		C						
pproach Delay (s/veh)				15.9				<del></del>		
oproach LOS				С		l				

## Turning Movement Diagram

Major Street: Bridge Street

City/Town: Amherst, MA

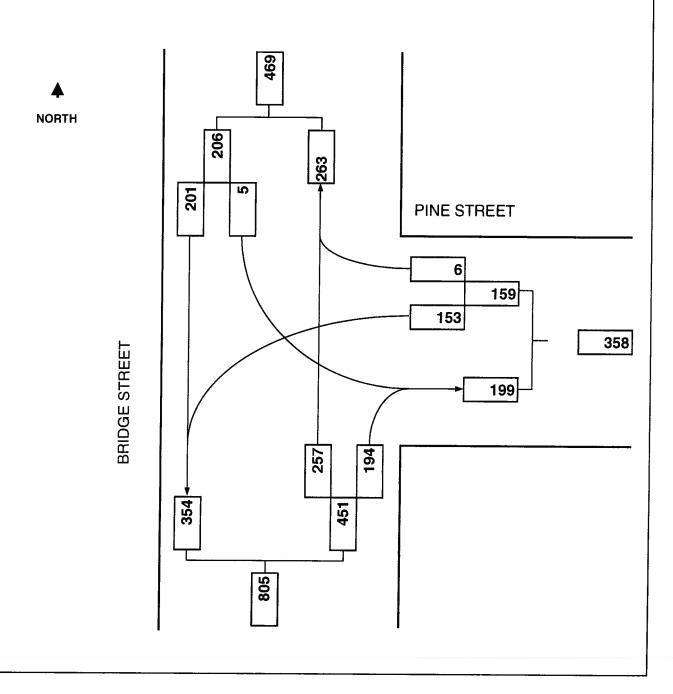
Reference No.: 4512

Existing: n/a

Minor Street: Pine Street

Day of Week: Weekday

Peak Period: 4:30 AM - 5:30 PM



	TV	O-WAY STO	P CONT	ROL SU	MMARY	-		···		
General Information	on		Site	Informa	tion		···			
Analyst	HCP			ection		Bridge S	St & Pin	e St		
Agency/Co.		roup, Inc.		diction		Amhers		0 01.		
Date Performed	4/18/201		Analy	sis Year		2019	.,			
Analysis Time Period	PM Pea	k - Future Build								
Project Description 4		at								
East/West Street: Pine					eet: <i>Bridg</i>	e Street				
Intersection Orientation			Study	Period (h						
Vehicle Volumes a	nd Adjustm									
Major Street		Northbound				Southbo	ound			
Movement		2	3		4	5		6		
Volume (veh/h)	L	T 257	R		<u> </u>	T		R		
Peak-Hour Factor, PHF	1.00	0.95	194 0.9		5 0.95	201		4.00		
Hourly Flow Rate, HFR	<del></del>			-		0.95	-	1.00		
(veh/h)	0	0	0		161	0		6		
Percent Heavy Vehicles	0									
Median Type				Undivid	ed			***		
RT Channelized			0					0		
Lanes	0	1	0		0	1		0		
Configuration			TR		LT					
Upstream Signal		0				0				
Minor Street		Eastbound				Westbo	und			
Movement	7	8	9		10	11		12		
	L	Т	R		L	T		R		
Volume (veh/h)	1.00		100		153			6		
Peak-Hour Factor, PHF	1.00	1.00	1.00	2	0.95	1.00		0.95		
Hourly Flow Rate, HFR (veh/h)	5	211	0	l l	0	270	ı	204		
Percent Heavy Vehicles	0	0	0		2	0		7		
Percent Grade (%)	"	0			<del></del> _	0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0		<del></del>	<del>                                     </del>		0		
Lanes	0	0	0		0	0		0		
Configuration					<u>-</u>	LR		<u> </u>		
Delay, Queue Length,	and Level of Se	ervice								
Approach	Northbound	Southbound	1	Westboun	nd	7	Eastbou	nd		
Movement	1	4	7	8	9	10	11	12		
ane Configuration		LT	<u> </u>	LR	<del>                                     </del>	<del>                                     </del>	<del>                                     </del>	12		
/ (veh/h)		5		167		<del>                                     </del>		<del>-  </del>		
C (m) (veh/h)		1088		471		<del>                                     </del>				
//c		0.00		0.35	1	1				
95% queue length		0.01		1.58	1	<del> </del>		<del>-                                    </del>		
Control Delay (s/veh)		8.3		16.8	+	<del>                                     </del>	<del> </del>	<del></del>		
OS		A		C	<del></del>	<del>                                     </del>	<del> </del>	<del></del>		
Approach Delay (s/veh)	••			16.8	Ц	<del>                                     </del>	L			
Approach LOS				C		<del> </del>				
opyright © 2005 University of FI		<del></del>	<u></u>	CS+TM Ver		1		D/2014 2:55 F		

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East Pleasant Street at Pine Street



# **Turning Movement Diagram**

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

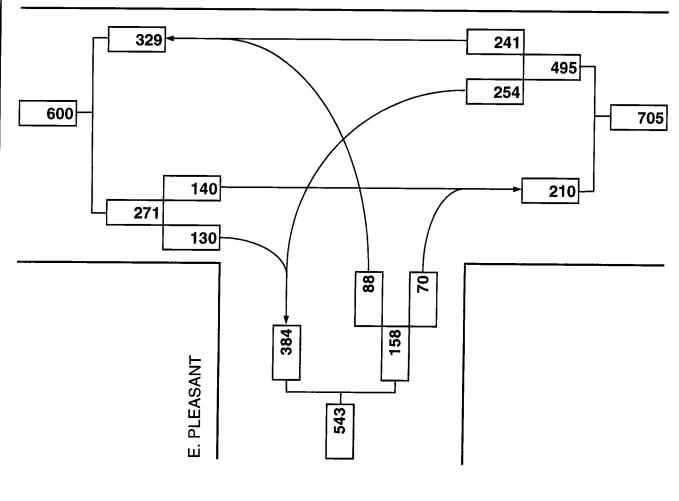
Peak Period: AM Peak

Future: Build



NORTH

#### PINE STREET



		VO-WAY STO								
General Information	on		Site	Inform	nation					
Analyst	HCP			ection		E. Pleas	sant St. &	& Pine St.		
Agency/Co.		roup, Inc.		diction		Amhers	Amherst, MA			
Date Performed	4/18/201		Analy	sis Yea	r	2019	2019			
Analysis Time Period		k - Future Build								
Project Description 4		at								
East/West Street: Pine					Street: E. F					
ntersection Orientation			Study	Period	(hrs): 0.25					
Vehicle Volumes a	nd Adjustm	ents								
Major Street		Eastbound				Westbo	und			
Movement	1	2	3		4	5		6		
	L	T	R		L	T		R		
Volume (veh/h)		140	130		254	241				
Peak-Hour Factor, PHF	1.00	0.93	0.9	3	0.93	0.93		1.00		
lourly Flow Rate, HFR veh/h)	0	150	139	, [	273	259		0		
Percent Heavy Vehicles	0	<u> </u>	<del>-</del>		2		<del></del>			
Median Type		L		Undiv						
RT Channelized			0		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1	0		
anes	0	1	0	<del>-  </del>	0	1	<del></del>	0		
Configuration	<del>                                     </del>	<del></del>	TR		LT	<del></del>	<del></del>	U		
Jpstream Signal	<del>-   </del>	0				0				
Minor Street				-				<del></del>		
Movement	7	Northbound 8	9		40	Southbo	una	40		
NOVERNORK		T	R		10	11		12		
/olume (veh/h)	88		70		L	Т		R		
Peak-Hour Factor, PHF	0.93	1.00	0.93		1.00	100		1.00		
fourly Flow Rate, HFR						1.00		1.00		
veh/h)	94	0	75	ļ	0	0		0		
Percent Heavy Vehicles	1	0	3		0	0	<del>-  </del>	0		
Percent Grade (%)		0	•			0				
lared Approach		N				T N				
Storage	1	0	<del>                                     </del>	<del></del> +		0				
RT Channelized	<del>-  </del>	<del>                                     </del>	0	<del></del>		<del>-                                     </del>	<del></del>	0		
anes	0	0	0	<del></del>	0	<del></del>		0		
Configuration	<del>-                                     </del>	LR	1 -	<del></del>	U	0	-+	0		
elay, Queue Length, a	and Level of C		_1							
			<u> </u>	N = -4! !						
Approach	Eastbound	Westbound		Northbo			Southbou			
Novement	11	4	7	8	9	10	11	12		
ane Configuration		LT		LR						
(veh/h)		273		169						
(m) (veh/h)		1273		308						
/c		0.21		0.55						
5% queue length		0.81		3.10						
ontrol Delay (s/veh)		8.6		30.0	-	+	<del>                                     </del>	-		
OS (G/Voil)		A		D	<del></del>	<del></del>	-	+-		
pproach Delay (s/veh)							<u> </u>			
				30.0		<del></del>				
pproach LOS		erved	D							

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# **Turning Movement Diagram**

Major Street: Pine Street

City/Town: Amherst, MA

Reference No.: 4512

Existing: n/a

Minor Street: E. Pleasant Street

Day of Week: Weekday

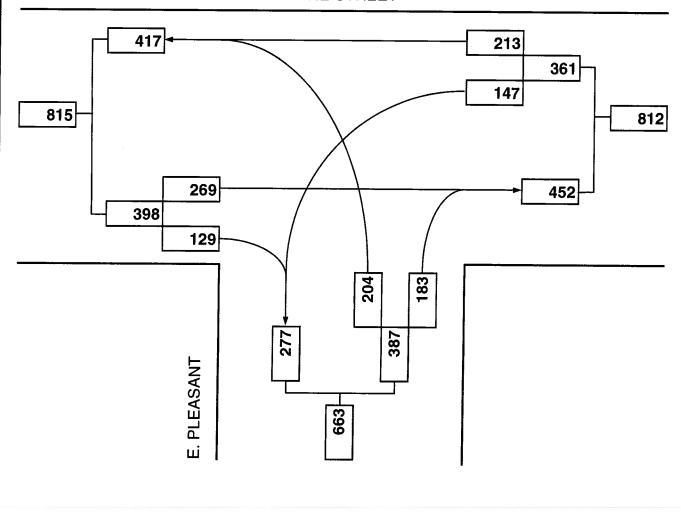
Peak Period: PM Peak

Future: Build



**NORTH** 

#### PINE STREET



General Information	on .		Sito	Inform	mati	on				
Analyst	HCP			section		011	Ir Di-	4.04	0 D: 0/	
Agency/Co.		roup, Inc.		diction			E. Pleasant St. & Pine St			
Date Performed	4/18/201		I	sis Ye	ar.		Amherst, MA			
Analysis Time Period		k - Future Build	- Allai	/515 1 6	aı		2019			
Project Description 4										
ast/West Street: Pine		at	North	/South	Stroo	+· E DI	easant St.			
ntersection Orientation						): 0.25	asanı Sı.			
Vehicle Volumes a		onte	joide)	1 01100	(1110)	0.20				
Major Street	T Aujustiii	Eastbound			_		14/4h -			
Movement	1	2	3		╂──	4	Westbo	una		
	<del>                                     </del>	<del>                                     </del>	R		┢	<del>-</del>	5 T		6 R	
/olume (veh/h)		269	129		<del>                                     </del>	147	213	<del></del>	K	
Peak-Hour Factor, PHF	1.00	0.94	0.9			0.94	0.94		1.00	
lourly Flow Rate, HFR veh/h)	0	286	13			156	226		0	
Percent Heavy Vehicles	0				一	2				
Median Type				Undivid			. <b></b>			
RT Channelized			0				1	1	0	
anes	0	1	0		┢	0	1 1		0	
Configuration			TR			LT	<del>                                     </del>	<del></del>		
Jpstream Signal		0					0		· · · · · · · · · · · · · · · · · · ·	
linor Street		Northbound					Southbo	und		
lovement	7	8	9			10	11	una I	12	
	L	T	· R			L	Т		R	
olume (veh/h)	204		183							
eak-Hour Factor, PHF	0.94	1.00	0.94			1.00	1.00		1.00	
lourly Flow Rate, HFR /eh/h)	217	0	194	!	0		0		0	
ercent Heavy Vehicles	1	0	3			0	0		0	
ercent Grade (%)		0					0			
lared Approach		N					N			
Storage		0					0			
T Channelized			0				<del>1</del> _		0	
anes	0	0	0			0	0		0	
onfiguration		LR	<del>†                                      </del>				†			
elay, Queue Length, a	and Level of Se									
pproach	Eastbound	Westbound		Northbo	ound			Southbou	ınd	
ovement	1	4	7	8	34.10	9		11		
ane Configuration	•	LT	<del></del>	LR	-	9	10	EE	12	
(veh/h)		156					<del>                                     </del>	<b></b>		
(m) (veh/h)				411			<del> </del>	<b> </b> -		
		1136		380						
C .		0.14		1.08						
5% queue length		0.48		14.5	_	<u>.</u>				
ontrol Delay (s/veh)		8.7		103.2	2					
OS		Α		F						
oproach Delay (s/veh)				103.2	2					
proach LOS				F F		<del>                                     </del>				

**Mitigation Design Options** 

Northbound Right Turn Lane
Signalization
Roundabout



General Information	<u>n</u>		Site	Inforn	nation				
Analyst	HCP		Inte	rsection		F Pleas	sant St. &	Pine St	
Agency/Co.		Group, Inc.		sdiction		Amhers		, me ot	
Date Performed	4/18/20	14		lysis Yea	ır	2019			
Analysis Time Period	PM Pea	k - Future Build							
Project Description 45		eat							
East/West Street: Pine			Nort	h/South S	Street: E. Ple	asant St.			
Intersection Orientation:			Stud	y Period	(hrs): 0.25				
Vehicle Volumes ar	nd Adjustm	ents							
Major Street		Eastbound	i i		Westbo	und			
Movement	1	2		3	4	5	<u> </u>	6	
, , , , , , , , , , , , , , , , , , , ,	L	T		R	L	T		R	
Volume (veh/h)	<u> </u>	269		29	147	213			
Peak-Hour Factor, PHF	1.00	0.94	0.	94	0.94	0.94		1.00	
Hourly Flow Rate, HFR (veh/h)	0	286	13	37	156	226		0	
Percent Heavy Vehicles	0		-		2				
Median Type				Undiv	rided				
RT Channelized	<u> </u>			0				0	
anes	0	1	(		0	1		0	
Configuration			T	R	LT				
Jpstream Signal	<del> </del>	0		l		0			
Minor Street		Northbound				Southbo	und		
Movement	7	8		9	10	11		12	
(-1	L	T		3	L	T		R	
/olume (veh/h)	204		18						
Peak-Hour Factor, PHF	0.94	1.00	0.9	94	1.00	1.00		1.00	
lourly Flow Rate, HFR veh/h)	217	0	19		0	0		0	
Percent Heavy Vehicles	1	0	3		0	0		0	
ercent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
T Channelized			(	)				0	
anes	1	0	1		0	0		0	
onfiguration	L		R						
elay, Queue Length, ar	d Level of Se	ervice							
pproach	Eastbound	Westbound		Northbo	und		outhboun	d	
ovement	1	4	7	8	9	10	11	12	
ane Configuration		LT	L	<del>                                     </del>	R	<del>  '`</del>		1 12	
(veh/h)		156	217	<del>                                     </del>	194	<u> </u>		+	
(m) (veh/h)		1136	271	+	688	-		₩-	
c c		0.14	0.80	<del>                                     </del>	<del></del>			+	
5% queue length				<del>                                     </del>	0.28			-	
		0.48	6.26		1.16	ļ			
ontrol Delay (s/veh)		8.7	55.9	<b>_</b>	12.3				
OS		A	F		В				
oproach Delay (s/veh)				35.3					
oproach LOS		Ë							

	-	•	•	<b>—</b>	4	<i>&gt;</i>
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			स	¥	
Volume (vph)	269	129	147	213	204	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1781	0	0	1825	1698	0
Flt Permitted				0.696	0.974	
Satd. Flow (perm)	1781	0	0	1296	1698	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	44				79	
Link Speed (mph)	25			25	35	
Link Distance (ft)	21354			5199	22902	
Travel Time (s)	582.4			141.8	446.1	
Lane Group Flow (vph)	423	0	0	383	412	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		· · · 1	6	8	
Permitted Phases			6			
Total Split (s)	25.0		12.0	37.0	23.0	
Total Lost Time (s)	4.0			4.0	4.0	
Act Effct Green (s)	23.6			23.6	14.5	
Actuated g/C Ratio	0.50			0.50	0.31	
v/c Ratio	0.46			0.59	0.71	
Control Delay	8.6			12.6	21.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.6			12.6	21.2	
LOS	Α			В	C	
Approach Delay	8.6			12.6	21.2	
Approach LOS	Α			В	C	
Intersection Summary						

Intersection Summary

Area Type:

Cycle Length: 60

Actuated Cycle Length: 46.9

Control Type: Actuated-Uncoordinated

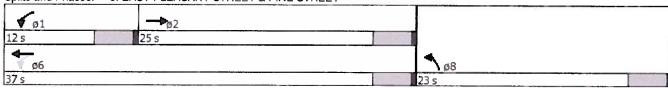
Maximum v/c Ratio: 0.71 Intersection Signal Delay: 14.1 Intersection Capacity Utilization 73.9%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: EAST PLEASANT STREET & PINE STREET

Other



Intersection					
Intersection Intersection Delay, s/veh	8.5				
Intersection LOS	0.5 A				
Approach	EB	WB		NB	
Entry Lanes	1	1		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	423	383		412	
Demand Flow Rate, veh/h	432	391		420	
Vehicles Circulating, veh/h	159	221		292	
Vehicles Exiting, veh/h	453	491		299	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	9.1	9.3		7.0	
Approach LOS	Α	Α		Α	
Lane	Left	Left	Left	Right	
Designated Moves	TR	LT	L	TR	
Assumed Moves	TR	LT	L	TR	
RT Channelized					
Lane Util	1.000	1.000	0.526	0.474	8
Critical Headway, s	5.193	5.193	5.193	5.193	
Entry Flow, veh/h	432	391	221	199	
Cap Entry Lane, veh/h	964	906	844	844	
Entry HV Adj Factor	0.980	0.981	0.982	0.980	
Flow Entry, veh/h	423	383	217	195	
Cap Entry, veh/h	944	888	829	827	
V/C Ratio	0.448	0.432	0.262	0.236	
Control Delay, s/veh	9.1	9.3	7.2	6.9	
LOS	Α	Α	Α	Α	
95th %tile Queue, veh	2	2	1	1	

East Pleasant Street at Eastman Lane/Tilson Farm Road

# **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

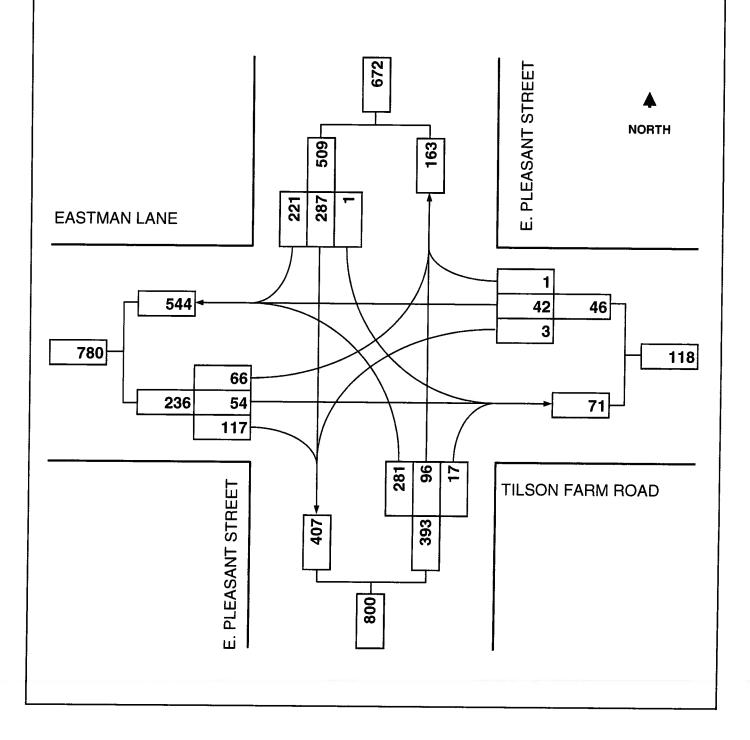
Reference No.: 4512

Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

Day of Week: Weekday

Peak Period: AM Peak



	۶	<b>→</b>	•	•	←	4	1	<b>†</b>	<i>&gt;</i>	1	<del> </del>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	A	4			4			4			4	
Volume (vph)	66	54	117	3	42	1	281	96	17	1	287	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd, Flow (prot)	0	1714	0	0	1852	0	0	1789	0	0	1753	0
Flt Permitted		0.893			0.979			0.496	_	_		
Satd. Flow (perm)	0	1552	0	0	1818	0	0	918	0	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		84			1			6			106	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	255	0	0	49	0	0	423	0	0	548	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	•
Protected Phases		4			8		. •	2			6	
Permitted Phases	4			8			2	_		6		
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		13.1			13.1			34.2			34.2	
Actuated g/C Ratio		0.24			0.24			0.62			0.62	
v/c Ratio		0.59			0.11			0.74			0.49	
Control Delay		18.1			16.2			20.1			7.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.1			16.2			20.1			7.0	
LOS		В			В			C			A	
Approach Delay		18.1			16.2			20.1			7.0	
Approach LOS		В			В			C			Α.	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.3

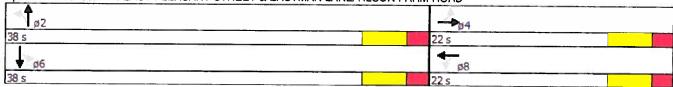
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74 Intersection Signal Delay: 13.9 Intersection Capacity Utilization 80.6%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD



#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

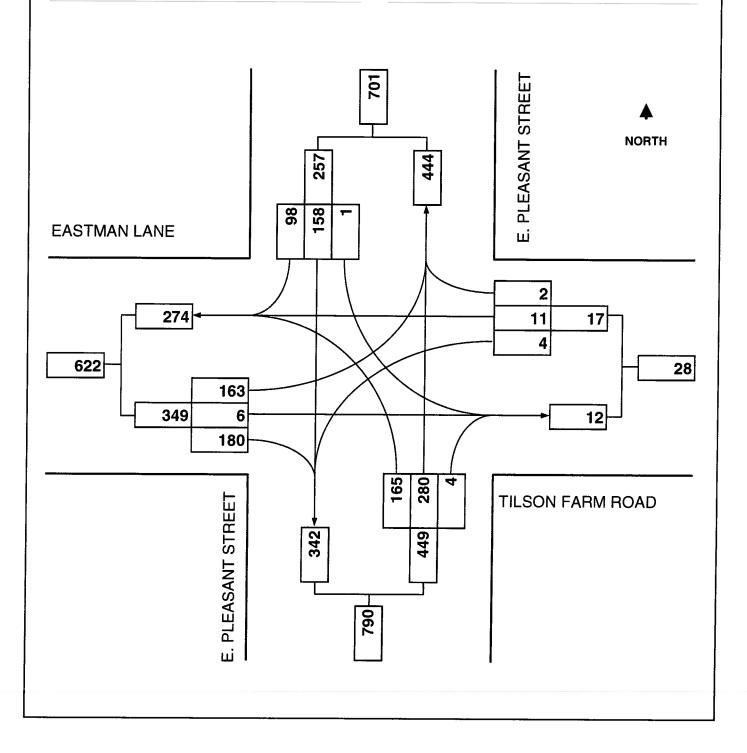
Reference No.: 4512

Existing: n/a

Minor Street: Eastman Ln./Tilson Farm Rd.

Day of Week: Weekday

Peak Period: PM Peak



	٠	<b>→</b>	*	1	<b>—</b>	*	1	†	<b>/</b>	1	<del> </del>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Volume (vph)	163	6	180	4	11	2	165	280	4	1	158	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1693	0	0	1811	0	0	1827	0	0	1768	0
Flt Permitted		0.842			0.911			0.787			0.999	
Satd. Flow (perm)	0	1459	0	0	1670	0	0	1465	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		99			2			1			76	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		3603			2633			13362			22902	
Travel Time (s)		98.3			71.8			260.3			446.1	
Lane Group Flow (vph)	0	364	0	0	17	0	0	468	0	0	268	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Act Effct Green (s)		16.7			16.7			31.2			31.2	
Actuated g/C Ratio		0.30			0.30			0.56			0.56	
v/c Ratio		0.72			0.03			0.57			0.26	
Control Delay		21.4			12.5			12.6			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.4			12.5			12.6			6.1	
LOS		С			В			В			Α	
Approach Delay		21.4			12.5			12.6			6.1	
Approach LOS		С			В			В			Α	

#### Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.9

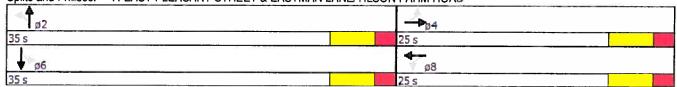
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72 Intersection Signal Delay: 13.9 Intersection Capacity Utilization 75.5%

Intersection LOS: B ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: EAST PLEASANT STREET & EASTMAN LANE/TILSON FARM ROAD



2019 Future Build Conditions Timing Plan: PM Peak Period

East Pleasant Street at Strong Street



#### **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

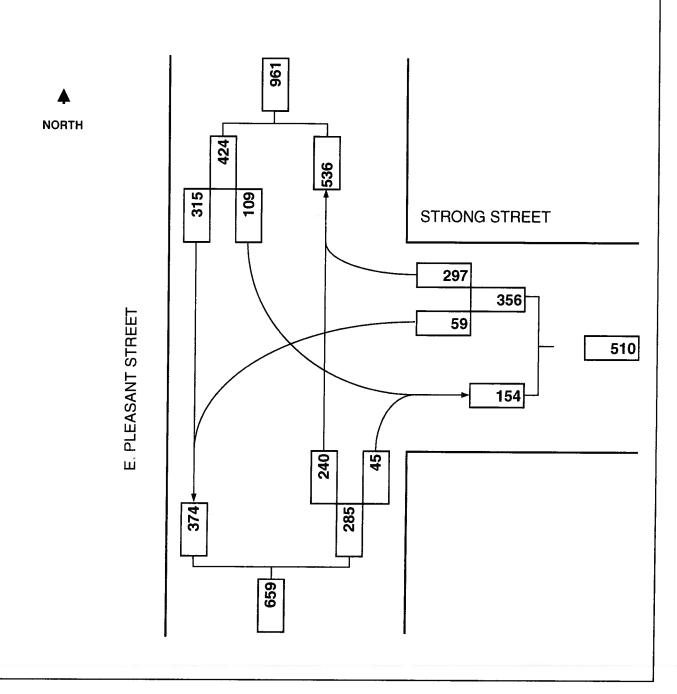
Reference No.: 4512

Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: AM Peak



	TV	O-WAY STO	CONTR	OL SU	MMARY				
General Information	n		Site	nforma	tion			-	
Analyst	HCP		Inters	ection	" <u>-</u>	E. Pleas	ant St.	& Stro	ng St
Agency/Co.	BETA G		Juriso	liction		Amherst			
Date Performed	4/18/201		Analy	sis Year		2019			
Analysis Time Period		: - Future Build	[						
	512 - The Retre	at							
East/West Street: Stro						asant Street	<u> </u>		
ntersection Orientation:			Study	Period (h	rs): 0.25	*			
Vehicle Volumes a	nd Adjustme								
Major Street		Northbound				Southbo	und		
Movement	1	2 T	3		4	5 -			6
/olume (veh/h)	L L	240	R 45		109	315			R
Peak-Hour Factor, PHF	1.00	0.92	0.92	, 1	0.92	0.92		1	00
Hourly Flow Rate, HFR							<del></del>		
veh/h)	0	0	0		64	0		3.	22
Percent Heavy Vehicles	0				1				
/ledian Type				Undivid	ed				
RT Channelized			0					(	0
anes	0	1	0		0	1		(	0
Configuration			TR		LT				
Jpstream Signal		0				0			
Minor Street		Eastbound				Westbo	und		
Novement	7	8	9		10	11			12
-	L	T	R		L	Т			R
/olume (veh/h)					59	100			97
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.	92
lourly Flow Rate, HFR veh/h)	118	342	0		0	260		4	8
Percent Heavy Vehicles	0	0	0		1	0			1
Percent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
RT Channelized			0					(	)
anes.	0	0	0		0	0		(	)
Configuration	,					LR			
elay, Queue Length, a	and Level of Se	rvice							
pproach	Northbound	Southbound		Westbour	nd		Eastbo	und	
Novement	1	4	7	8	9	10	1	1	12
ane Configuration		LT		LR				一十	
(veh/h)		118		386					
(m) (veh/h)		1258		602	1			_	
/c		0.09		0.64	1		<del>                                     </del>		
5% queue length		0.31		4.58	1		<del>                                     </del>	_	
Control Delay (s/veh)		8.2		21.0	-	<del> </del>			
OS (c/voi/)		A		C	<del></del>		-	-+	
pproach Delay (s/veh)				21.0		<del>                                     </del>	L	L	
pproach LOS						<del>                                     </del>			
pproach LOS  pyright © 2005 University of Fl			L	C CS+TM Ve		<u>.l.</u>			

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HCS+TM Version 5.2

Generated: 4/30/2014 3:01 PM

## **Turning Movement Diagram**

Major Street: E. Pleasant Street

City/Town: Amherst, MA

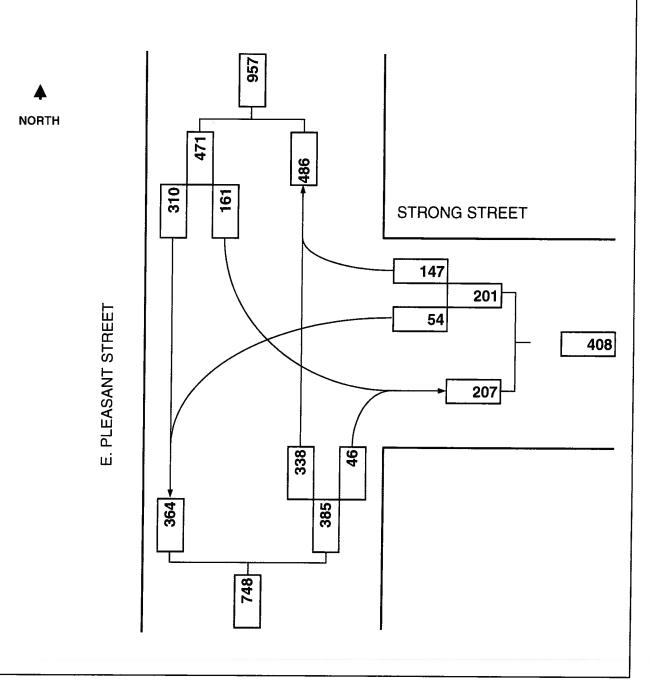
Reference No.: 4512

Existing: n/a

Minor Street: Strong Street

Day of Week: Weekday

Peak Period: PM Peak



General Information	n	<del></del>	Site Information						
Analyst	НСР			section		E Dise	4 C4 .	2 04	
Agency/Co.		roup, Inc.		diction		Amhers	t MAA	Strong S	
Date Performed	4/18/201			sis Year		2019	t, IVIA		
Analysis Time Period		k - Future Build		0.0 1 001		2010			
Project Description 4									
ast/West Street: Stro			North	South Str	reet: E. Ple	asant Stree	t		
ntersection Orientation:	North-South				rs): 0.25				
/ehicle Volumes a	nd Adjustme	ents					-		
Major Street		Northbound		- T	<del></del>	Southbo	ound		
Movement	1	2	3		4	5	1	6	
	L	T	R		L	T		R	
olume (veh/h)		338	46		161	310		<del>- 15</del>	
eak-Hour Factor, PHF	1.00	0.93	0.9	3	0.93	0.92		1.00	
lourly Flow Rate, HFR veh/h)	0	0	0		58	0		158	
ercent Heavy Vehicles	0				1				
ledian Type				Undivia	ied				
T Channelized			0					0	
anes	0	1	0		0	1		0	
onfiguration			TR	'	LT				
pstream Signal		0				0			
linor Street		Eastbound			· ·	Westbo	und		
lovement	7	8	9		10	11		12	
	L	T	R		L	Т		R	
olume (veh/h)					54			147	
eak-Hour Factor, PHF	1.00	1.00	1.00	)	0.93	1.00		0.93	
ourly Flow Rate, HFR /eh/h)	173	336	0		0	363		49	
ercent Heavy Vehicles	0	0	0		1	0		1	
ercent Grade (%)		0				0			
lared Approach		N				N	Т		
Storage		0	7		<del></del>	0			
T Channelized			0			<del>                                     </del>	<del></del>	0	
anes	0	0	0		0	0		0	
onfiguration			<del>1                                      </del>			LR		<u> </u>	
elay, Queue Length, a	nd Level of Se	rvice				1 2,1			
pproach	Northbound	Southbound		Westbour	nd		Eastbour	ad	
ovement	1	4	7	8	9	10			
ane Configuration	•	LT	<del>  '</del>	LR		10	11	12	
(veh/h)		173				<del> </del>			
				216	+	<del></del>			
(m) (veh/h)		1152	<b></b>	418	<b>_</b>		<u> </u>		
C		0.15		0.52					
5% queue length		0.53		2.88	<u> </u>				
ontrol Delay (s/veh)		8.7		22.5					
os		Α		С					
proach Delay (s/veh)				22.5					
proach LOS			22.5 C						

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Generated: 4/30/2014 3:03 PM

North Pleasant Street at Pine Street/Meadow Street

### **Turning Movement Diagram**

Major Street: N. Pleasant Street

City/Town: Amherst, MA

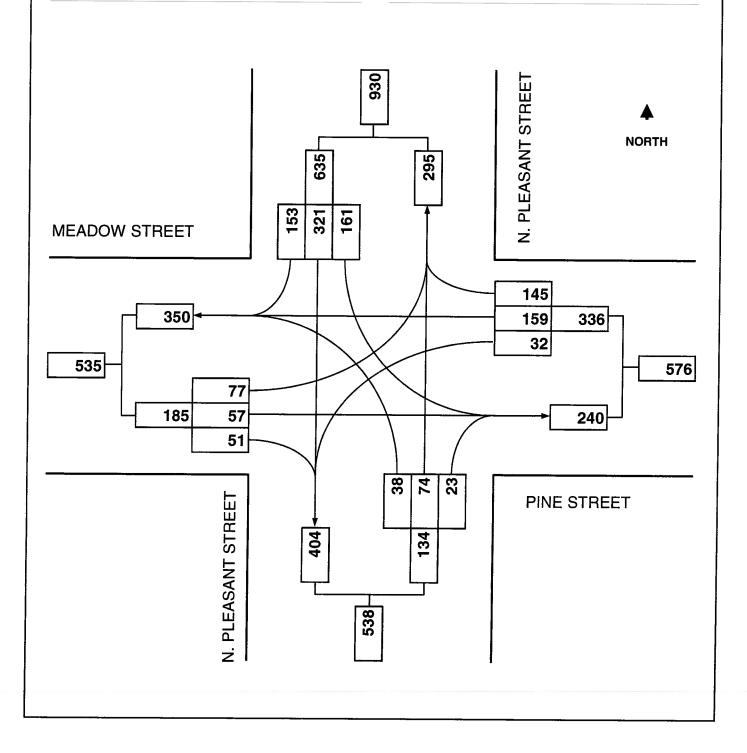
Reference No.: 4512

Existing: n/a

Minor Street: Pine Street/Meadow Street

Day of Week: Weekday

Peak Period: AM Peak



	٠	<b>→</b>	*	•	+	4	1	†	-	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44		Ŋ	<b>1</b>	7	ሻ	<b>1</b>	77
Volume (vph)	77	57	51	32	159	145	38	74	23	161	321	153
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1822	0	0	1696	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.779			0.960		0.471			0.706		
Satd. Flow (perm)	0	1448	0	0	1636	0	795	1689	1436	1150	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			80				55			163
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	197	0	0	357	0	40	79	24	171	341	163
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		26.0			26.0		26.0	26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio		0.43			0.43		0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio		0.30			0.47		0.12	0.11	0.04	0.34	0.47	0.23
Control Delay		10.3			11.7		11.3	10.7	1.3	13.8	14.7	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.3			11.7		11.3	10.7	1.3	13.8	14.7	3.1
LOS		В			В		В	В	Α	В	В	Α
Approach Delay		10.3			11:7			9.3		_	11.7	
Approach LOS		В			В			Α			В	
Later 12 O												

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

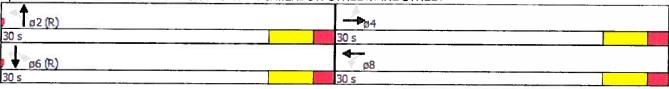
Control Type: Pretimed Maximum v/c Ratio: 0.47

Intersection Signal Delay: 11.2 Intersection Capacity Utilization 60.0%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET



# **Turning Movement Diagram**

Major Street: N. Pleasant Street

City/Town: Amherst, MA

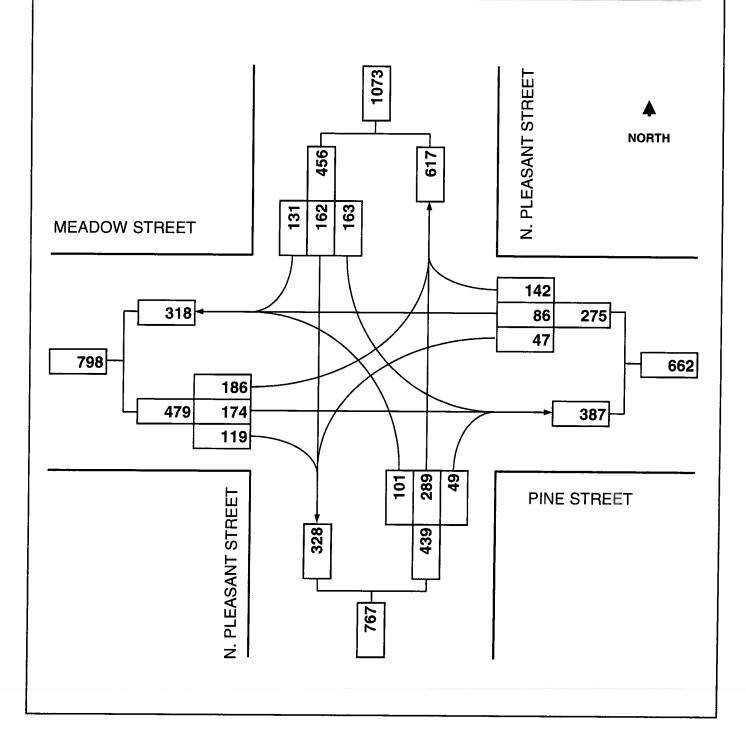
Reference No.: 4512

Existing: n/a

Minor Street: Pine Street/Meadow Street

Day of Week: Weekday

Peak Period: PM Peak



	•	<b>→</b>	*	•	+	4	4	†	-	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	(2)	ሻ	4	77	75	4	7
Volume (vph)	186	174	119	47	86	142	101	289	49	163	162	131
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	10	10	10	9	10	10
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		,
Satd. Flow (prot)	0	1829	0	0	1669	0	1604	1689	1436	1547	1689	1436
Flt Permitted		0.759			0.873		0.650			0.491		
Satd. Flow (perm)	0	1415	0	0	1469	0	1098	1689	1436	800	1689	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			124				55			136
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		2421			21354			3158			1209	
Travel Time (s)		47.2			582.4			71.8			27.5	
Lane Group Flow (vph)	0	499	0	0	287	0	105	301	51	170	169	136
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	33.0	33.0		33.0	33.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)		29.0			29.0		23.0	23.0	23.0	23.0	23.0	23.0
Actuated g/C Ratio		0.48			0.48		0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio		0.71			0.37		0.25	0.47	0.09	0.56	0.26	0.21
Control Delay		18.3			7.0		14.7	16.8	4.3	23.0	14.1	3.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.3			7.0		14.7	16.8	4.3	23.0	14.1	3.7
LOS		В			Α		В	В	A	C C	В	Α.
Approach Delay		18.3			7.0		_	14.9	• •	•	14.3	,,
Approach LOS		В			Α			В			В	
Internation O												

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed Maximum v/c Ratio: 0.71

Intersection Signal Delay: 14.4 Intersection Capacity Utilization 80.1%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: NORTH PLEASANT STREET & MEADOW STREET/PINE STREET

